

**Hillsborough County
Mobility Fee Technical Committee**

Meeting Minutes

June 09, 2010 at 9:30 a.m.
20th Floor County Center

The following committee members were present:

Members

Robert Campbell
Charles White
John Patrick
Michael Williams
Adam Gormly
Thomas Stinson

James Fogarty
Joe Zambito
Dan Santos
Brett Gocka
Leslie Sykes
Domingo Noriega
Steve Henry

Randy Coen
Ronnie Blackshear ⁽¹⁾

⁽¹⁾ Non-Member

Proceedings:

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

Definition of Significantly Impacted Intersections and Adjacent Roadways

- After continued discussions from the May 14, 2010 meeting the committee unanimously agreed to the definition of SII and Adjacent Roadways (attached)

Development Agreements and Mobility Fee Credits

- Development agreement to construct mobility improvements could be an option.
- If the cost of improvement is above an the anticipated Mobility Fee the developer would not get a credit (similar to the concept of DRI proportionate share under the Pipeline projects)
- If the cost of improvement is less than the Mobility Fee the developer would be obligated to pay the local government the difference.
- The mobility projects for DA could be selected based on the MPO's prioritization of projects.
- Specific language for the DA to be drafted by staff.

Trip Reduction

- Trip reduction could be in a table format similar to the current TND trip reduction in the LDC.
- Areawide trip reduction for Infill and Mixed use projects should be considered.
- Set criteria for land use mix.
- Staff to work on specifics.

Next Meeting:

- TBD

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

SIGNIFICANTLY IMPACTED INTERSECTIONS (SII), AND ADJACENT ROADWAY

DEFINITIONS

ADJACENT ROADWAY – A Roadway link designated by the local government as a collector or above, either directly connected to the development or connected to the development by the local street system.

SIGNIFICANTLY IMPACTED INTERSECTION ON ADJACENT ROADWAYS – An applicant shall be required to analyze intersections significantly impacted by their project if they meet the following criteria:

(1) The first intersection on a collector or above facility, within a one-half mile radius of the project's boundary. This would include Interstate ramps if they are located on the adjacent roadway.

and

(2) The project's traffic contributes 20% to any movement of existing traffic within the intersection

and

(3) With the addition of the project's traffic the intersection will operate and/or continue to operate at an unacceptable level of service. The level of service standard within the Urban Service area being LOS "D" and in the Rural Service Area being LOS "C".

SIGNIFICANTLY IMPACTED INTERSECTIONS (SII), AND ADJACENT ROADWAY MITIGATION OF IMPACTS

If the analysis demonstrates that the project's traffic meets the above three criteria then the applicant shall be required to mitigate the impacts.

URBANIZED AREA:

1. If the applicants project traffic degrades the intersection below LOS D (overall) the applicant shall be required to make improvements to bring the overall level of service back to LOS D with no individual movement's V/C exceeding 1.0.
2. If the intersection is currently operating below LOS D the applicant will only be required to bring the level of service of the intersection back to it's existing overall condition.

RURAL AREA:

1. If the applicants project traffic degrades the intersection below LOS C (overall) the applicant shall be required to make improvements to bring the overall level of service back to LOS C with no individual movement's V/C exceeding 1.0.
2. If the intersection is currently operating below LOS C the applicant will only be required to bring the level of service of the intersection back to it's existing overall condition.

The mitigation will consist of a physical improvement(s) (like auxiliary lanes) not signal timing modification. If the physical improvement(s) create excess capacity beyond the capacity consumed by the project then the proportionate cost of excess capacity could be used to pay down the mobility fee for the project.

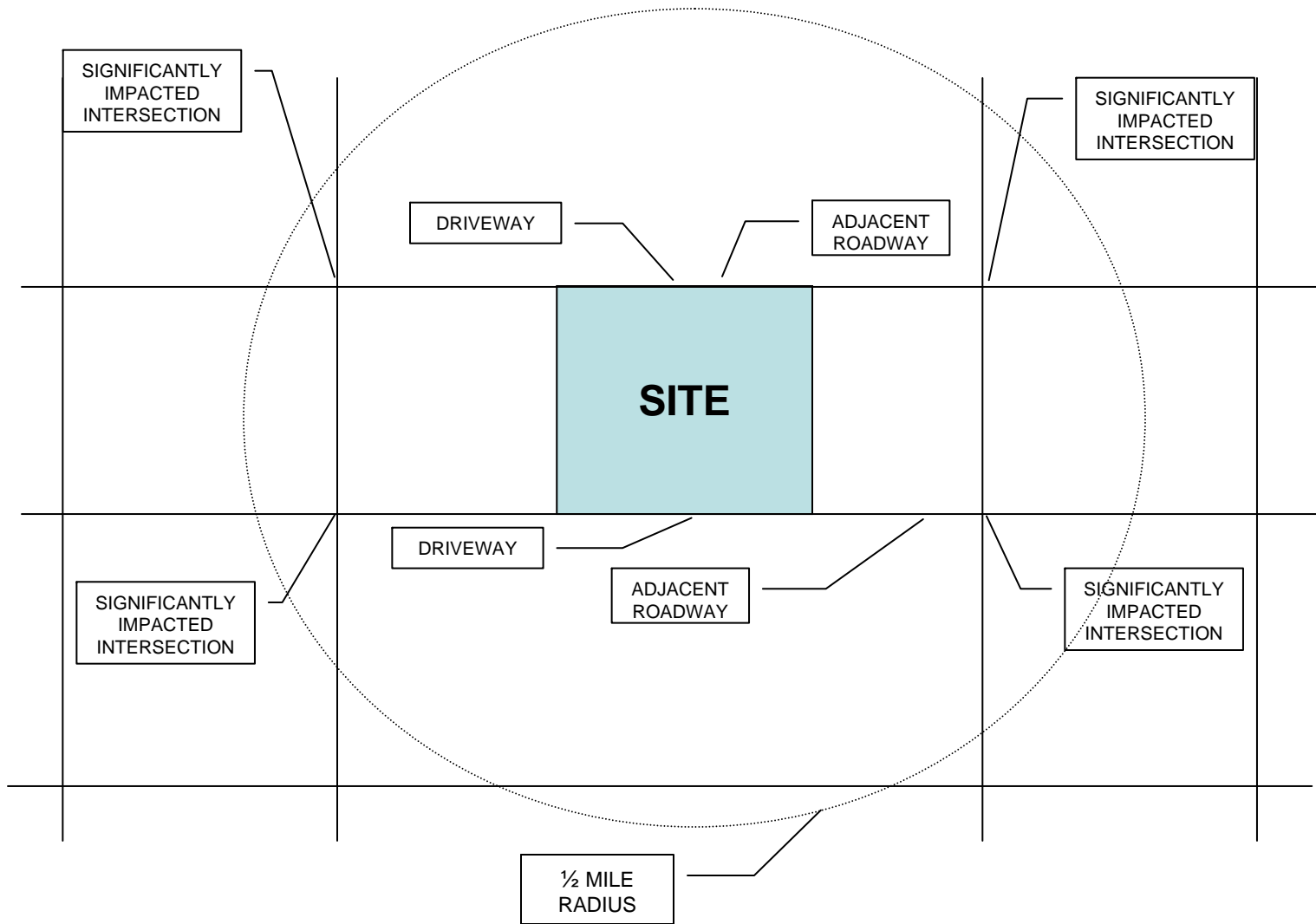
SIGNIFICANTLY IMPACTED INTERSECTIONS (SII), AND ADJACENT ROADWAY TRAFFIC ANALYSIS

- At site/subdivision plan submittal, a traffic analysis shall be submitted identifying site access, and SII improvements for the project. The improvements shall be completed per Land Development Code (LDC).
- For a multi-phase project, the traffic analysis shall include all phases of the project.
 - If the actual development program of subsequent phases are not known at the time of site/subdivision plan submittal for one phase, the traffic analysis shall be based on the
 - Total entitlements under the current Planned Development (PD) zoning, or
 - Highest trip generation land use based on current zoning.
 - The traffic analysis shall identify thresholds of development that triggers each SII improvement.
 - Site access improvement would be triggered when access connection/modification permit is applied and shall be completed per LDC.
- Two or more developments, represented by their owners or developers to be separate developments, shall be aggregated and treated as a single development, when they are determined to be part of a unified plan of development and are physically proximate to one other.
 - Site access improvement shall be based on the unified plan.
 - SII improvements shall be based on each development. All other approved development that are part of the unified plan shall be included as the background traffic.

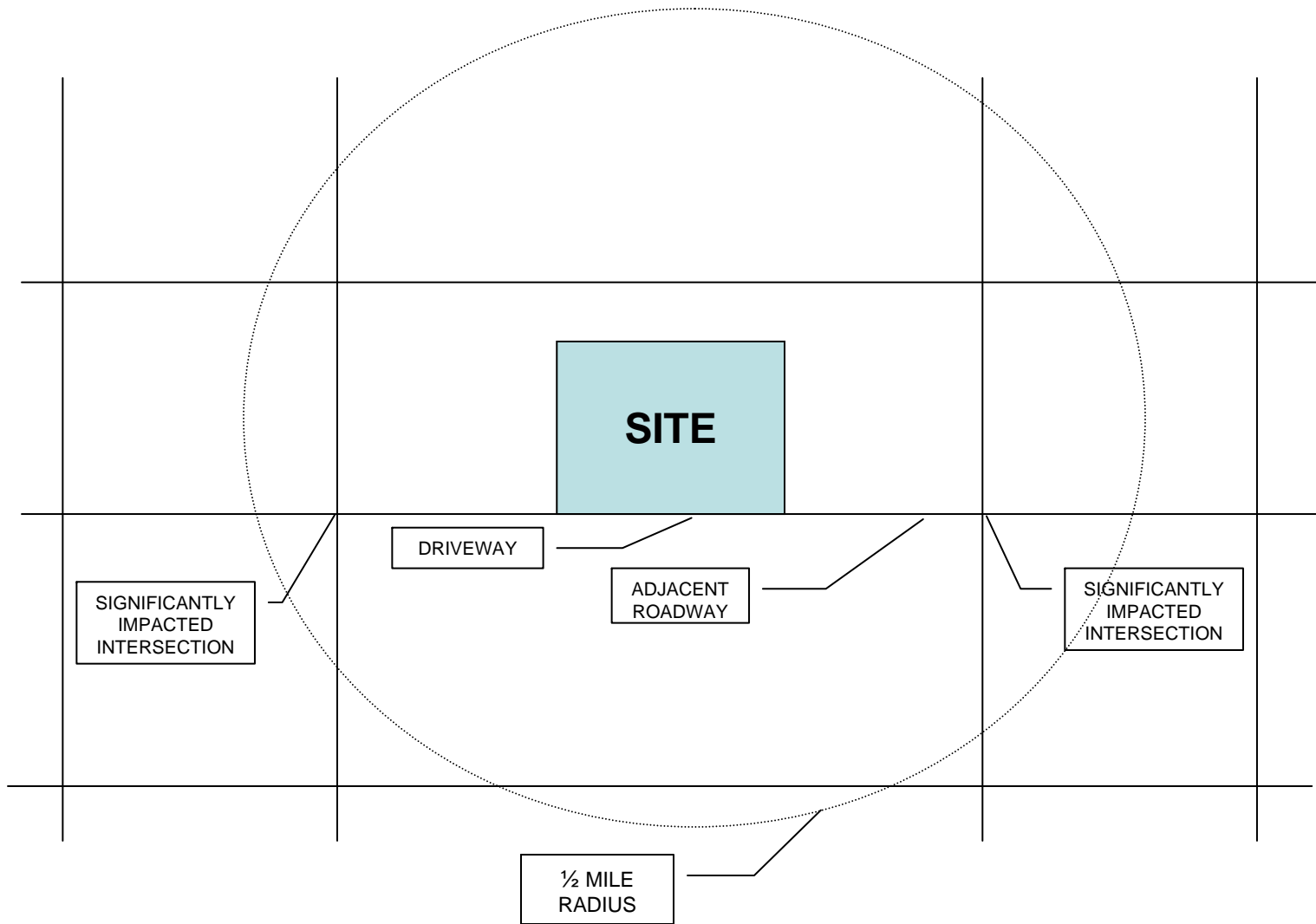
At least two of the following criteria must be met in order to determine that there is a unified plan of development:

1.
 - a. The same person has retained or shared control of the developments;
 - b. The same person has ownership or a significant legal or equitable interest in the developments; or
 - c. There is common management of the developments controlling the form of physical development or disposition of parcels of the development.
2. There is a reasonable closeness in time between the completion of 80 percent or less of one development and the submission to a governmental agency of a master plan or series of plans or drawings for the other development which is indicative of a common development effort.
3. A master plan or series of plans or drawings exists covering the developments sought to be aggregated which have been submitted to a local general-purpose government, water management district, the Florida Department of Environmental Protection, or the Division of Florida Condominiums, Timeshares, and Mobile Homes for authorization to commence development. The existence or implementation of a utility's master utility plan required by the Public Service Commission or general-purpose local government or a master drainage plan shall not be the sole determinant of the existence of a master plan.
4. The voluntary sharing of infrastructure that is indicative of a common development effort or is designated specifically to accommodate the developments sought to be aggregated, except that which was implemented because it was required by a local general-purpose government; water management district; the Department of Environmental Protection; the Division of Florida Condominiums, Timeshares, and Mobile Homes; or the Public Service Commission.
5. There is a common advertising scheme or promotional plan in effect for the developments sought to be aggregated.

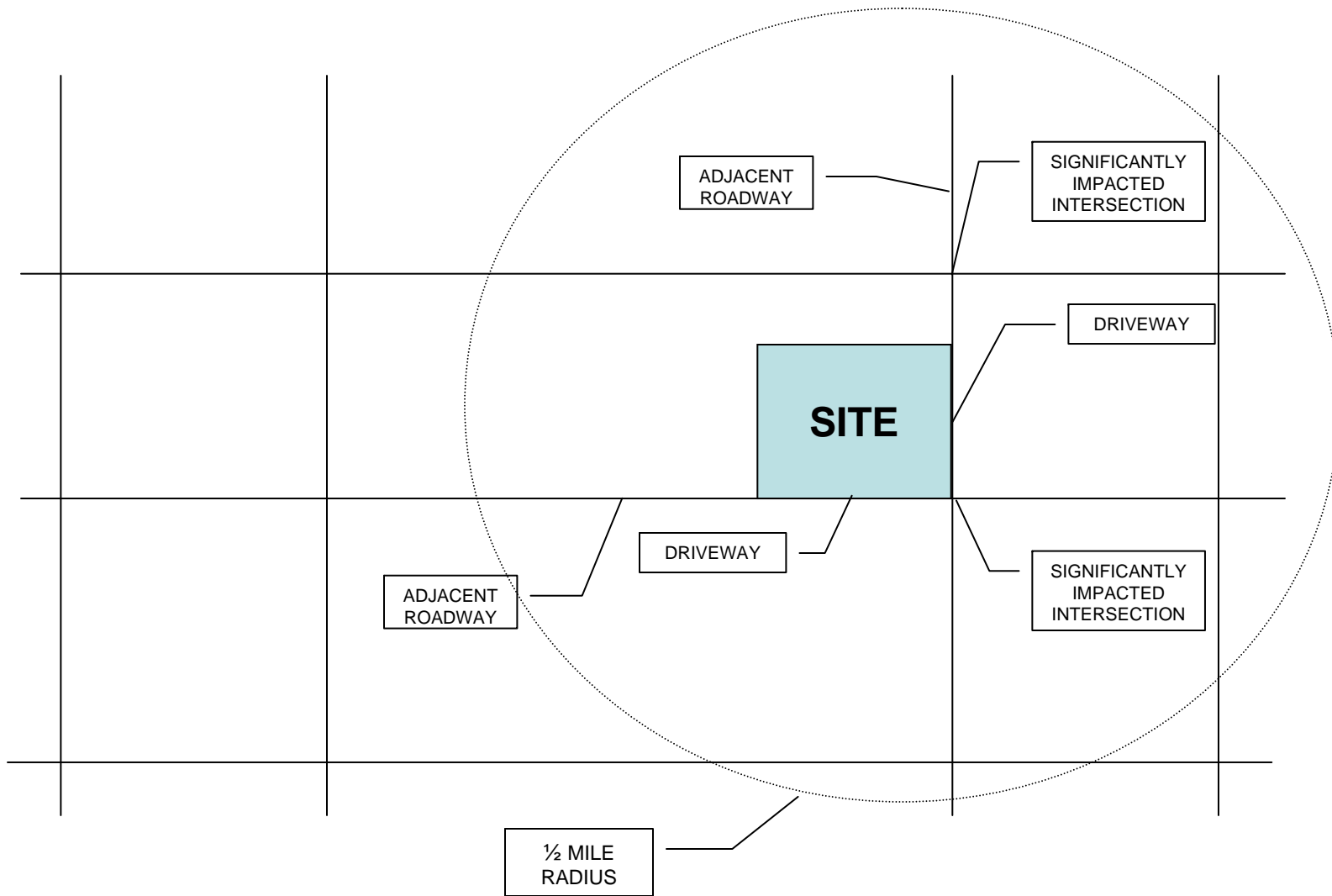
SIGNIFICANTLY IMPACTED INTERSECTIONS (SII) ON ADJACENT ROADWAYS



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