# HILLSBOROUGH COUNTY MOBILITY FEE

## STAKEHOLDERS FOCUS GROUP

### OCTOBER 28, 2015

### SIGN IN SHEET

| | NAME | COMPANY | E-MAIL |
|---|---|---|---|
| 1 | Todd Josko | NAIOP | tjosko@flapartners.com |
| 2 | David Mechanik | Mechanik Nuccio | dmm@floridaland law.com |
| 3 | Bill Roberts | FGCITR | BRoberts@BHHSFLPG.com |
| 4 | Steve Henry | LINCKS | SHENRY@LINCKS.COM |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |

# HILLSBOROUGH COUNTY MOBILITY FEE

## STAKEHOLDERS FOCUS GROUP

### OCTOBER 28, 2015

### SIGN IN SHEET

| | NAME | COMPANY | E-MAIL |
|---|---|---|---|
| 1 ~~14~~ | Henry Smith | Smith Insurance | henrylegal@aol.com |
| 2 ~~15~~ | Ken Roberts | Retired | phylkew@aol.com |
| 3 ~~16~~ | Bonnie Newett | Sierra Club | b.newett@yahoo.com |
| 4 ~~17~~ | Michael Newett | Sierra Club | newett554@live.com |
| 5 ~~18~~ | Linda Washington | Progress Village | liwashing@verizon.net |
| 6 ~~19~~ | Pamela Hatley | Atty | pamela@pamelajohatley.com |
| 7 ~~20~~ | Katherine Perrott | Pub Studies | kperrott@gmail.com. |
| 8 ~~21~~ | | | |
| 9 ~~22~~ | | | |
| 10 ~~23~~ | | | |
| 11 ~~24~~ | | | |
| 12 ~~25~~ | | | |
| 13 ~~26~~ | | | |

# HILLSBOROUGH COUNTY MOBILITY FEE

## STAKEHOLDERS FOCUS GROUP

### OCTOBER 29, 2015

### SIGN IN SHEET

| | NAME | COMPANY | E-MAIL |
|---|---|---|---|
| 1 | Ron Weaver | Stream Weaver | rweaver@swmwbs.com |
| 2 | Todd Josko | NAIOP | tjosko@flapartner.com |
| 3 | Bob Snary | Snary Homes | |
| 4 | Mike Peterson | GTAR | mLPPA@aol.com |
| 5 | Kami Corbett | Foley & Lardner | kcorbett@foley.com |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |

# HILLSBOROUGH COUNTY MOBILITY FEE

## STAKEHOLDERS FOCUS GROUP

### OCTOBER 29, 2015

### SIGN IN SHEET

| | NAME | COMPANY | E-MAIL |
|---|---|---|---|
| 1 | PAUL THIBAULT | Sierra Club | paul57tee@earthlink.net |
| 2 | Joseph Odda | Westchase | jocodda@hotmail.com |
| 3 | Kent Bailey | Sierra Club | Kent.Bailey@Florida.SierraClub.org |
| 4 | Ed Barnes | Sun City Center | EBARNESSCC@AOL.COM |
| 5 | Sharon Calvert | | scalvert@tampabay.rr.com |
| 6 | Chip Thomas | — | chipthomas7@gmail.com |
| 7 | Pat Kemp | | patriciakemp.law@gmail.com |
| 8 | Barbara Aderhold | KCA | BARBARA@TOMADERHOLD.COM |
| 9 | Tom Aderhold | KCA | TOM@TOMAderhold.com |
| 10 | Vivian Bucca | | vivbacca@aol.com |
| 11 | Mike White | | MWhite@interpretationvn.com |
| 12 | George Niemann | | GEORGE_N@VERIZON.NET |
| 13 | Terry J Flott | Jeffries Comax Dell U-CA | TFLOTT@EARTHLINK.NET |

# Hillsborough County

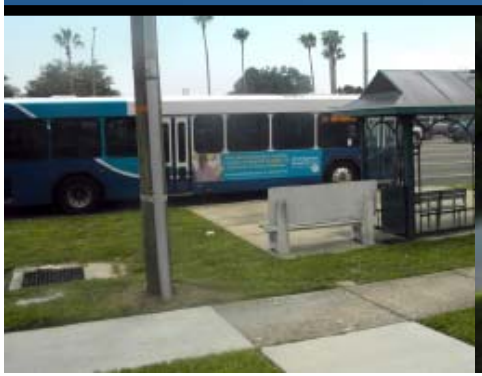
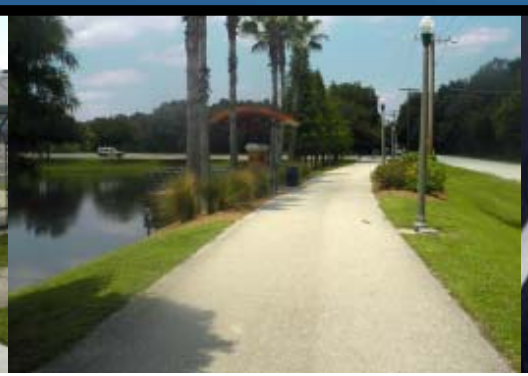
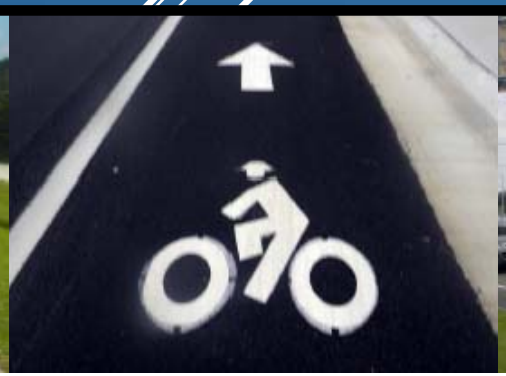
## Mobility Fee Study

## Focus Group Presentations

Oct. 28th & 29th

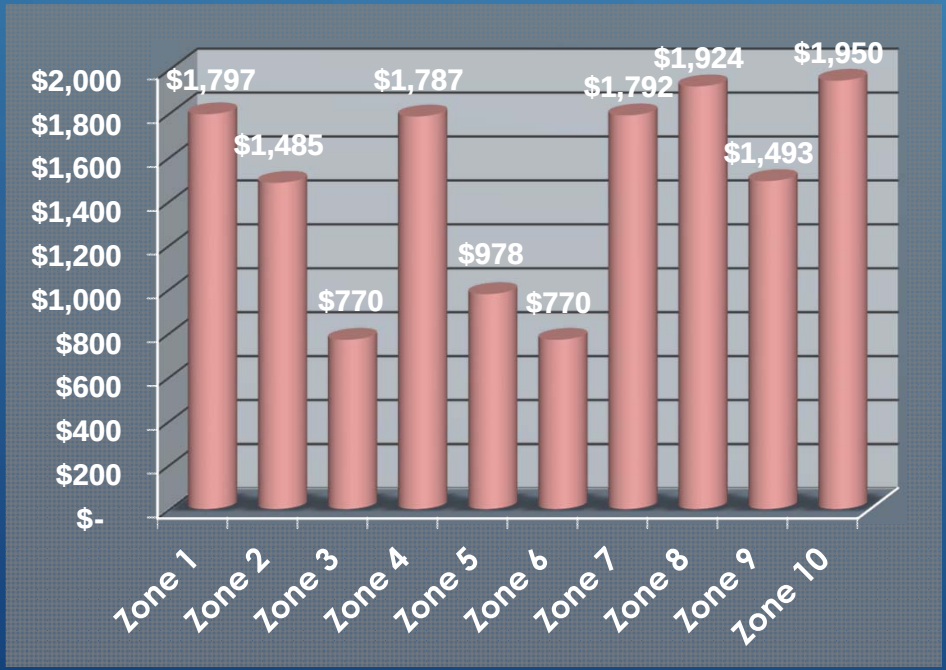
Prepared by:

Tindale Oliver

# Current Fee Structure

- Transportation Impact Fees
  - Ten Fee Zones



# Mobility Fee Comparison

| Land Use* | HillsCo (Existing) | Tampa (Univ. N) | Pasco (Sub-Urb) | Polk 1/1/16 | Pinellas | Sarasota | Orange (AMA) | Osceola 1/1/16 |
|---|---|---|---|---|---|---|---|---|
| Study Year | **1985** | 1989/2015 | 2014 | 2015 | 1990 | 2015 | 2012 | 2015 |
| Adoption % | **n/a** | 100% | 100% | 50% | n/a | 100% | 56% | 100% |
| | | | | | | | | |
| Single Family (2k sf) | **$770 - $1,950** | $2,176 | $8,570 | $1,077 | $2,066 | $4,734 | $3,761 | $4,585 |
| Light Industrial | **$519 - $1,315** | $1,481 | $0 | $333 | $1,414 | $1,984 | $2,088 | $2,024 |
| Office (50k sf) | **$1,161 - $3,728** | $4,765 | $0 | $1,118 | $2,767 | $4,327 | $5,374 | $2,886 |
| Retail (125k sf) | **$1,367 - $3,461** | $3,999 | $7,051 | $1,904 | $3,627 | $9,365 | $5,246 | $11,795 |
| Bank w/Drive-In | **$6,813 - $17,248** | $6,286 | $14,384 | $1,904 | $2,975 | $8,598** | $11,050 | $5,461** |
| Fast Food (Drive-Thru) | **$4,036 - $10,217** | $5,969 | $46,712 | $1,904 | $19,599 | $17,867 | $36,809 | $7,091 |

*All land uses charged “per 1,000 sq ft”, except Single Family, which is charged “per dwelling unit”

**Bank land use is charged “per lane”

# Mobility Fee Comparison

| Land Use* | HillsCo (Existing) | Tampa (Univ. N) | Pasco (Sub-Urb) | Polk 1/1/16 | Pinellas | Sarasota | Orange (AMA) | Osceola 1/1/16 |
|---|---|---|---|---|---|---|---|---|
| Study Year | **1985** | 1989/2015 | 2014 | 2015 | 1990 | 2015 | 2012 | 2015 |
| Adoption % | **n/a** | 100% | 100% | **100%** | n/a | 100% | **100%** | 100% |
| | | | | | | | | |
| Single Family (2k sf) | **$770 - $1,950** | $2,176 | $8,570 | $2,155 | $2,066 | $4,734 | $6,716 | $4,585 |
| Light Industrial | **$519 - $1,315** | $1,481 | $0 | $666 | $1,414 | $1,984 | $3,728 | $2,024 |
| Office (50k sf) | **$1,161 - $3,728** | $4,765 | $0 | $2,237 | $2,767 | $4,327 | $9,596 | $2,886 |
| Retail (125k sf) | **$1,367 - $3,461** | $3,999 | $7,051 | $3,808 | $3,627 | $9,365 | $9,368 | $11,795 |
| Bank w/Drive-In | **$6,813 - $17,248** | $6,286 | $14,384 | $3,808 | $2,975 | $8,598** | $19,733 | $5,461** |
| Fast Food (Drive-Thru) | **$4,036 - $10,217** | $5,969 | $46,712 | $3,808 | $19,599 | $17,867 | $65,731 | $7,091 |

*All land uses charged “per 1,000 sq ft”, except Single Family, which is charged “per dwelling unit”

**Bank land use is charged “per lane”

Hillsborough County
Florida

2

# Mobility Fees

# Mobility Fees

***A Mobility Fee is a charge on new development to pay for off-site transportation improvements that are necessitated by new development.***

# Mobility Fees

***The transportation improvement that would be constructed with the collected fees would have to benefit the new development. Mobility fee combines the concept of impact fees (pay as you go), and concurrency (a timing mechanism).***

# Mobility Fees

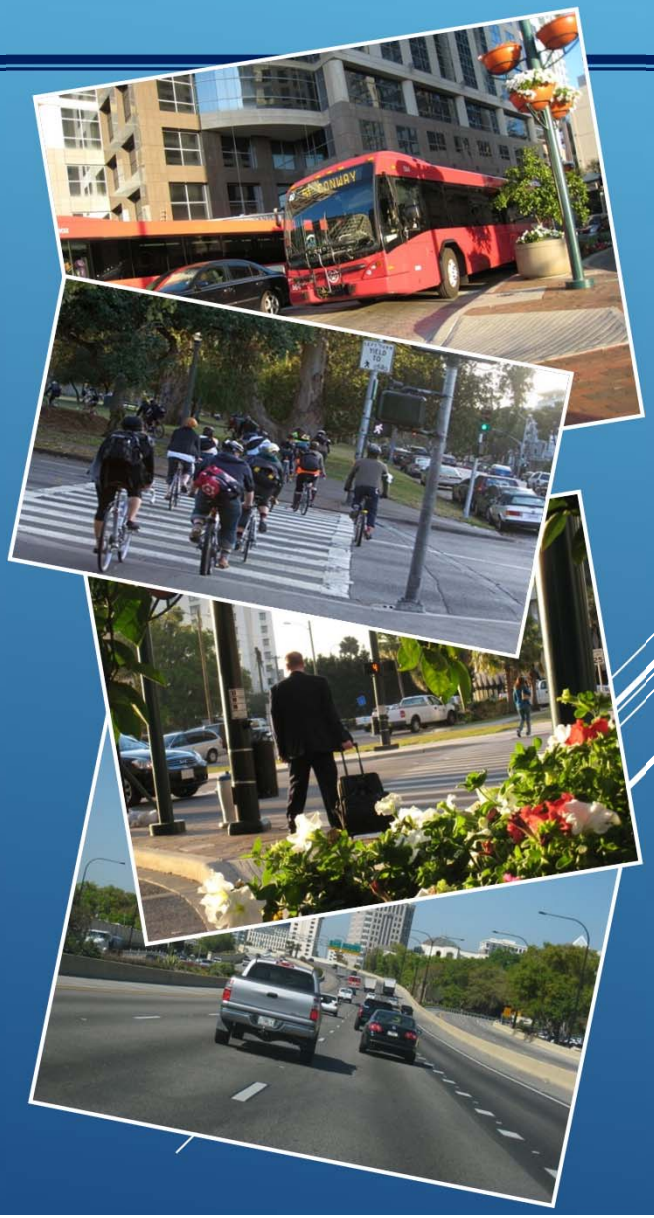
- Other revenue (used for transportation capacity projects) credits in Mobility Fees formula.
- The revenue from Mobility Fees used to implement the needs of the local government's plan which serves as the basis for the fee imposed.
- Dual Rational Nexus test
- Replace transportation Concurrency
- Ensure all new development provides mitigation for its impacts on the transportation system in approximate proportionality to those impacts, and new development should not be required to pay for existing system backlogs and deficiencies.

# Mobility Fees

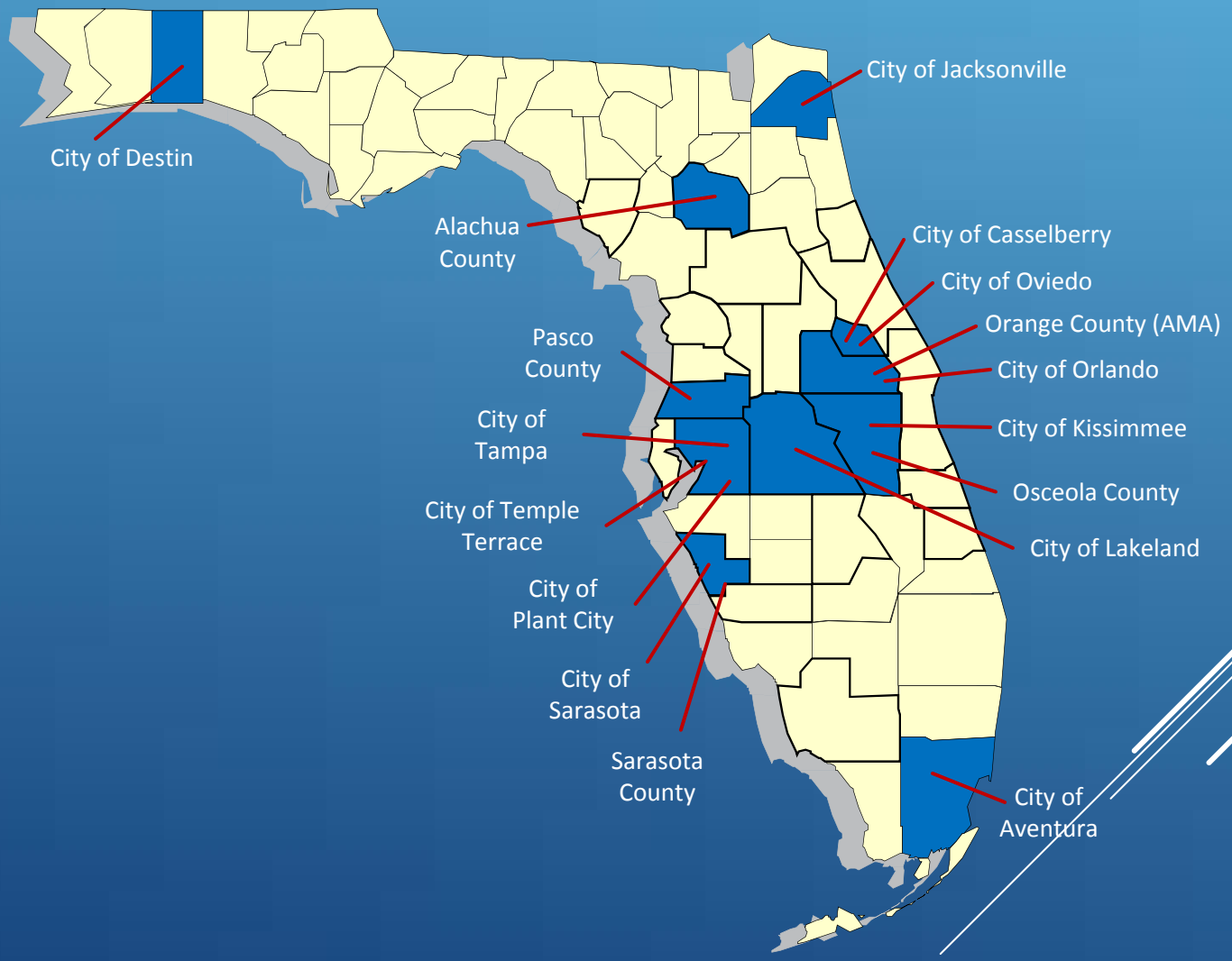
**Roadway Impact Fee**

**Mobility Fee**

Roadways → Roadway, Transit, Pedestrian, Bicycle



# Mobility/Multi-Modal Fees in Florida



# TERM SHEET

- Fees and Assessments
- Expenditures
- Incentives
- Credits/Vesting
- Administration

Hillsborough County
Florida

3

# Preliminary Findings

# Methodology

**Net Mobility Fee =**

**(Cost – Credit) x Demand**

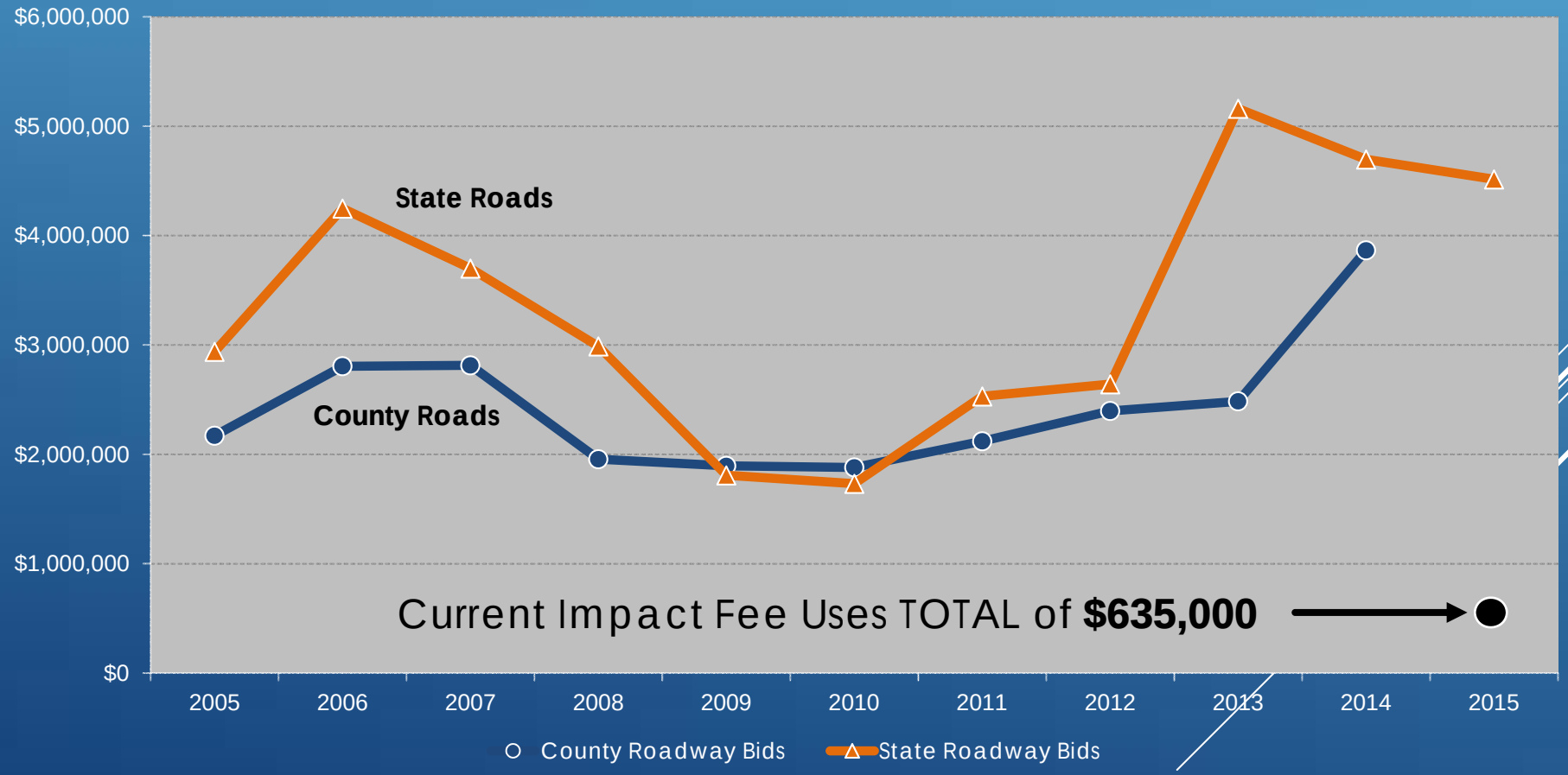
Cost to Add Roadway Capacity

Non-Impact Fee Revenue from Future Development

Person-Miles of Travel

# Cost Component

## Construction Cost per Lane Mile Trend



# Credit Components

- Gas Tax
- Sales Tax
- Ad Valorem Tax
- Others

# Demand Component

- Sources
  - National ITE Reference
  - Florida Studies Database
  - Tampa Bay Regional Transportation Model
  - Census Data
- Demand Calculation:
  - Trip Gen. Rate x Trip Length x % New Trips

# Demand Component

- Trip Generation Rate = Number per day
- Trip Length = Travel A to B
- % New Trips = Accounts for trips already on the roadway
- Interstate/Toll Discount = Accounts for interstate & toll trips (not charged)

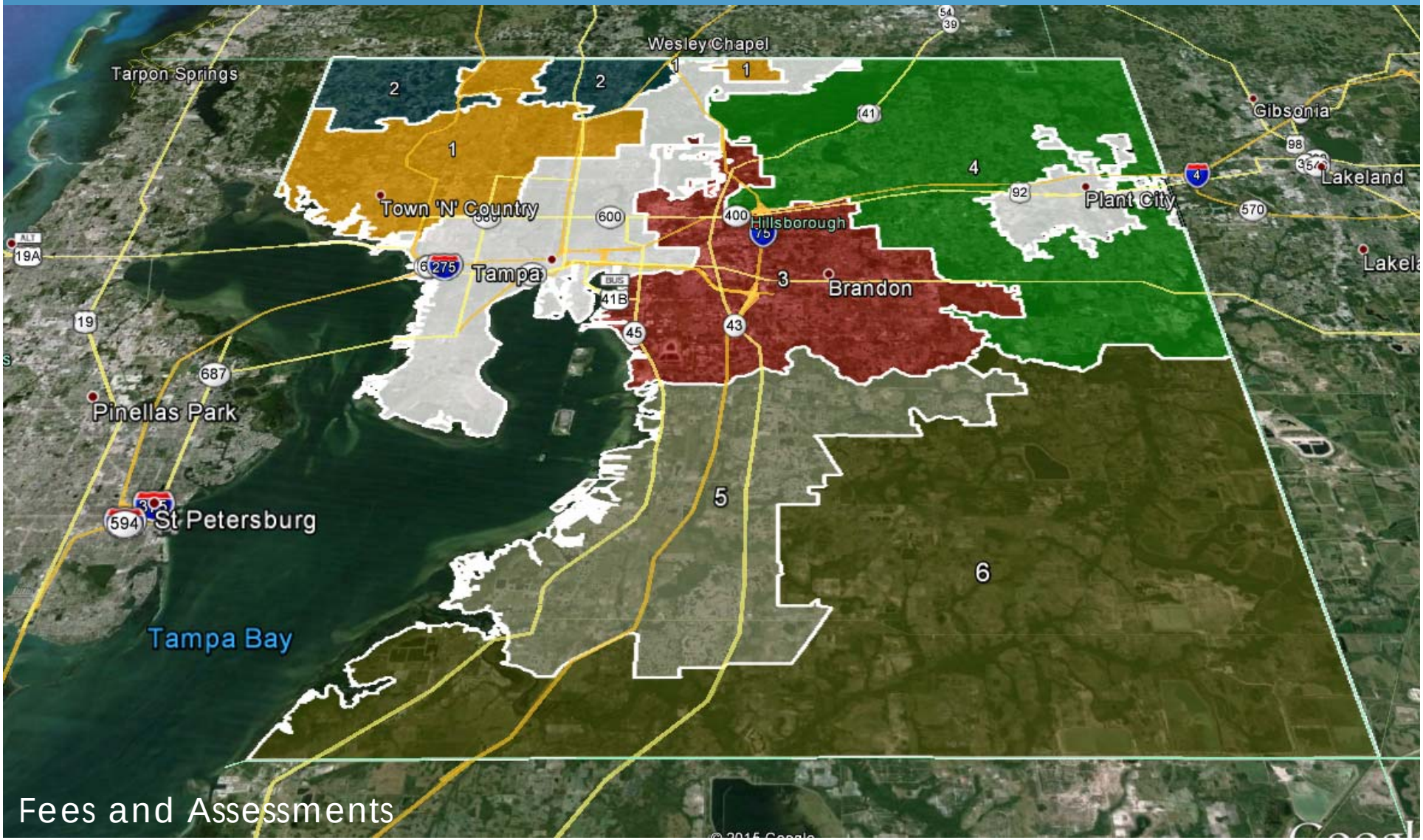
# Demand Component

Demand-Based Discounts

- Affordable Housing
- Transit-Oriented Development (TOD)
- Traditional Neighborhood Development (TND)
- Mixed-Use Development

# Mobility Fees

## Potential Benefit Zones (3-6)



# Preliminary Findings

## Potential Mobility Fee Range

- Single Family Residential (2,000 sq ft):
  - No New Sales Tax
    - Range of **$5,500 to $9,000**
  - ½ Percent New Sales Tax
    - Range of **$4,000 to $7,500**

- **Currently, adopted SFR fees range from $770 to $1,950**

THOUGHTS!

COMMENTS!

QUESTIONS?

# Timeline

## Focus Group Meeting in November

- Expenditures
- Incentives
- Credits/Vesting
- Administration

## SIGN-IN SHEET

| | |
|---|---|
| **Project:** MOBILITY FEE | **Meeting Date:** 11/12/15 |
| **Facilitator:** | **Place/Room:** County Center 26B |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| Mike Peterson | GA Consul | GTAR | 645-0966 | MLPPA@aol.com |
| STEVEN HENRY | PRES. | LINCKS | 813-289-0039 | SHENRY@LINCKS.COM |
| Bill Oliver | Sr. Engr. | Kittelson & Assoc | 813.748.9188 | woliver@kittelson.com |
| RON WEAVER | Atty | Stearns Weaver | 813 222 5002 | rweaver@stearnsweaver. |
| RANDY COEN | PRES | COEN & CO | 813 877 7939 | Randy@CoenCoConsulting.com |
| Danni Jorgenson | Engineer | Kimley Horn | 813 6355533 | Danni.Jorgenson@kimley-horn.com |
| Jake Cremer | Atty | Stearns Weaver | 813 222 5002 | jcremer@stearnsweaver.com |
| Vin Marchetti | Atty | " " | 813-222 5700 | vmarchetti@stearnsweaver.com |
| Kami Corbett | Atty | Foley & Lardner | 813-225-4102 | Kcorbett@foley.com |
| DAVID VERNARDO | DEVELOPER | | 561.308.3222 | DAVID@EQUITYREALTYGROUPLLC.COM |
| | | | | |
| | | | | |
| | | | | |

## SIGN-IN SHEET

| Project: MOBILITY FEE | Meeting Date:11/12/15 6PM |
|---|---|
| Facilitator: | Place/Room: County Center 26B |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| Jerry Flott | President | Seffner Comm Alliance | 8136898490 | TFLOTT@EARTHLINK.NET |
| MIKE WHITE | PRESIDENT | LUTZ CITIZENS COALITION | (813) 299-8835 | MWHITE@ LUTZCITIZENSCOALITION.COM |
| Vivian Bacca | | | (813)643-4491 | vivbacca@aol.com |
| Kent Bailey | Chair | Tampa Sierra Club | 813 586 7814 | Kent.Bailey@FloridaSierraClub.org |
| Henry Smith | Insurance Agent | Smith Insurance | 813-476-0523 | henrylegal@aol.com |
| Michael Newett | ex com | Sierra Club | 8133812620 | Newett554@Live.Com |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

# Hillsborough County

## Mobility Fee Study

## Focus Group Presentations

November 12th

Prepared by:

Tindale Oliver

# Methodology

**Net Mobility Fee =**

**(Cost – Credit) x Demand**

Cost to Add Multi-Modal Capacity

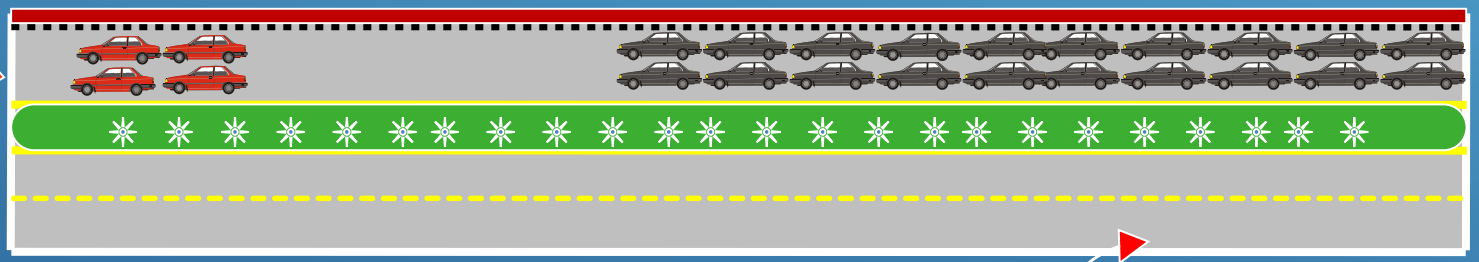
Non-Impact Fee Revenue from Future Development

Person-Miles of Travel

# Methodology

## Example Fee Calculation

One Lane Mile ~$5.0 M ÷ Capacity ~12,400 = Person-miles of capacity ~$400



Total Credit ~$2,200

**Fee ~ $6,400**

Total Impact Cost ~ $8,600 = 21.5 person-miles of daily travel X

Capacity Consumed by One Home

# Overview

1. Cost Component
2. Credit Component
3. Calculated Fee Rate
4. Benefit Zones

Hillsborough County
Florida

1

# Cost Component

# Cost Component

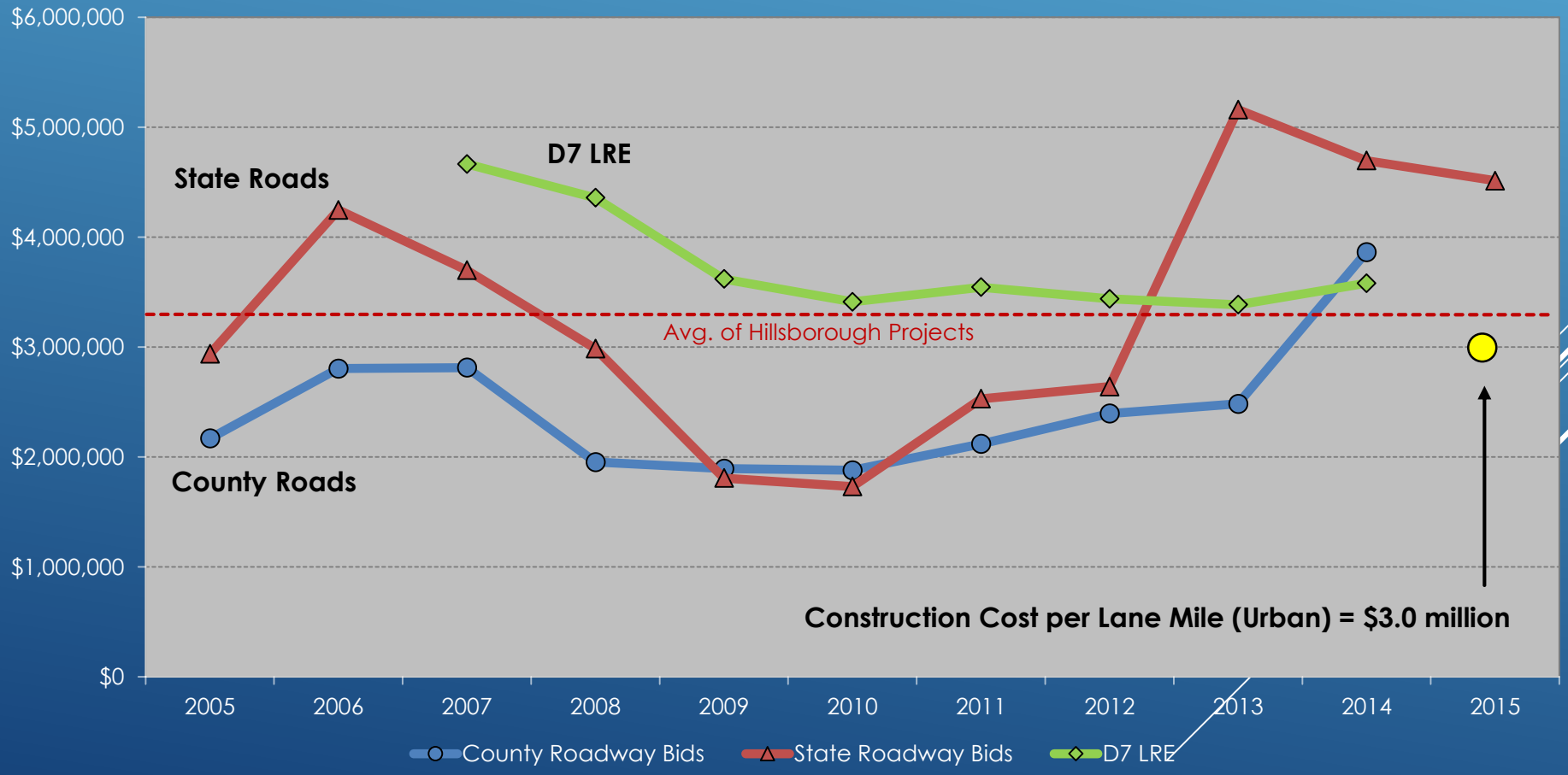
- Sources
  - Local roadway improvements
  - Recent new construction/lane addition projects
  - FDOT Long Range Estimates (LRE)

# Cost Component

- Local Improvements
  - Bruce B. Downs, Segments A through D
  - Columbus Dr Ext. from US 301 to Falkenburg Rd
  - Madison Ave from US 41 to 78th St
  - Gunn Hwy from Ehrlich Rd to S. Mobley Rd
  - Bell Shoals Rd from Bloomingdale Ave to Boyette Rd
  - Race Track Rd, Phases I through IV
  - Boyette Rd, Phases II and III
  - Gornto Lake Rd Ext. from Brandon Town Center to SR 60
  - Turkey Creek Rd from MLK Blvd to Sydney Rd

# Cost Component

## Construction Cost per Lane Mile Trend



# Cost Component

## Estimated Unit Cost per Lane Mile

| Cost Type | County Roads | State Roads | County & State Roads |
|---|---|---|---|
| Design (≈12%) | $377,000 | $319,000 | $361,000 |
| Right-of-Way (≈50%) | $1,448,000 | $1,448,000 | $1,448,000 |
| Construction | $2,897,000 | $2,897,000 | $2,897,000 |
| CEI (≈10%) | $261,000 | $319,000 | $277,000 |
| **Total** | **$4,983,000** | **$4,983,000** | **$4,983,000** |
| | | | |
| Lane Mile Distribution | 72% | 28% | 100% |

**Cost Used for the Existing Fee = $635,000 per Lane Mile**

Hillsborough County
Florida

2

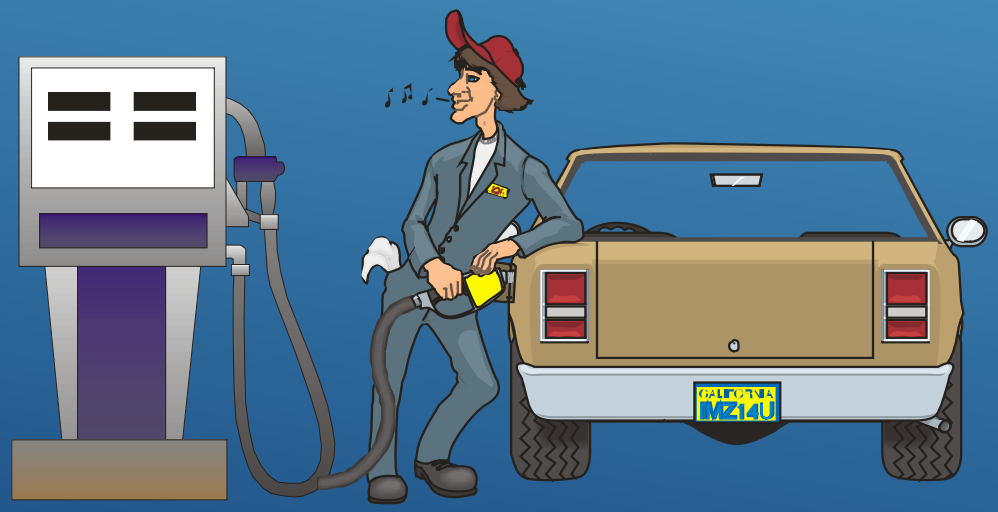
# Credit Component

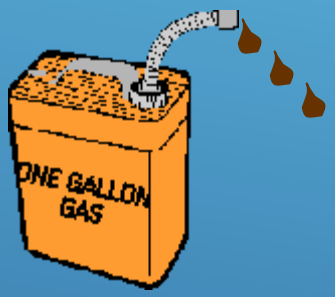
# Credit Component

- Revenue Sources
  - State Funding (≈$71 million per year)
  - County Funding
    - Fuel Tax (≈$2 million per year)
    - Community Investment Tax (≈$15 million per year)
    - Debt Service (≈$27 million per year)
    - Ad Valorem Tax (≈$3 million per year)
    - Grants & Match (≈$12 million per year)
  - **Total ≈ $130 million per year**
  - This is NOT a developer credit for construction

# Credit Component

## Credit Component:



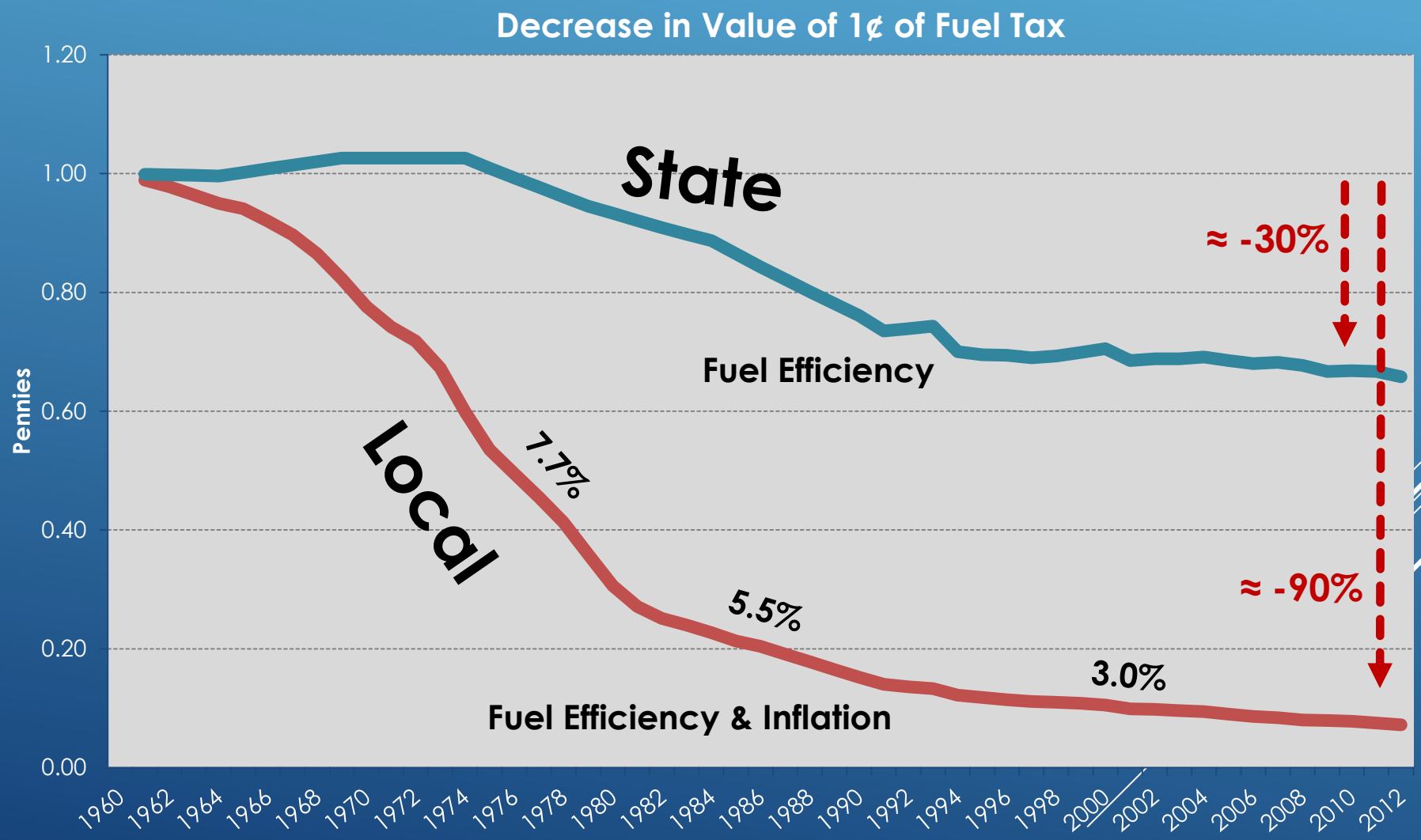

$.01 penny

**1 CENT GAS TAX PER GALLON**

# Credit Component

- Transportation Funding
  - State tax indexed and trends
  - Local tax not indexed and impact
  - Other revenues are indexed

# Credit Component



Hillsborough County
Florida

3

# Calculated Fee Rate

# Mobility Fee Comparison

| Land Use* | Unit | Hillsborough (Existing) | No Sales Tax | |
|---|---|---|---|---|
| | | | Urban | Rural |
| Study Year | - | **1985** | 2015 | 2015 |
| V/C Ratio | - | **n/a** | 1.00 | 0.75 |
| | | | | |
| Single Family (2k sf) | Du | **$770-$1,950** | **$6,368** | **$9,233** |
| Light Industrial | 1,000 sf | **$519-$1,315** | $4,035 | $5,865 |
| Office (<50k sf tier) | 1,000 sf | **$1,161-$3,728** | $8,968 | $13,038 |
| Retail (50-200k sf tier) | 1,000 sf | **$1,367-$3,461** | $10,081 | $14,830 |
| Bank w/Drive-In | 1,000 sf | **$6,813-$17,248** | $21,266 | $31,259 |
| Fast Food (Drive-Thru) | 1,000 sf | **$4,036-$10,217** | $70,643 | $104,318 |

# Mobility Fee Comparison

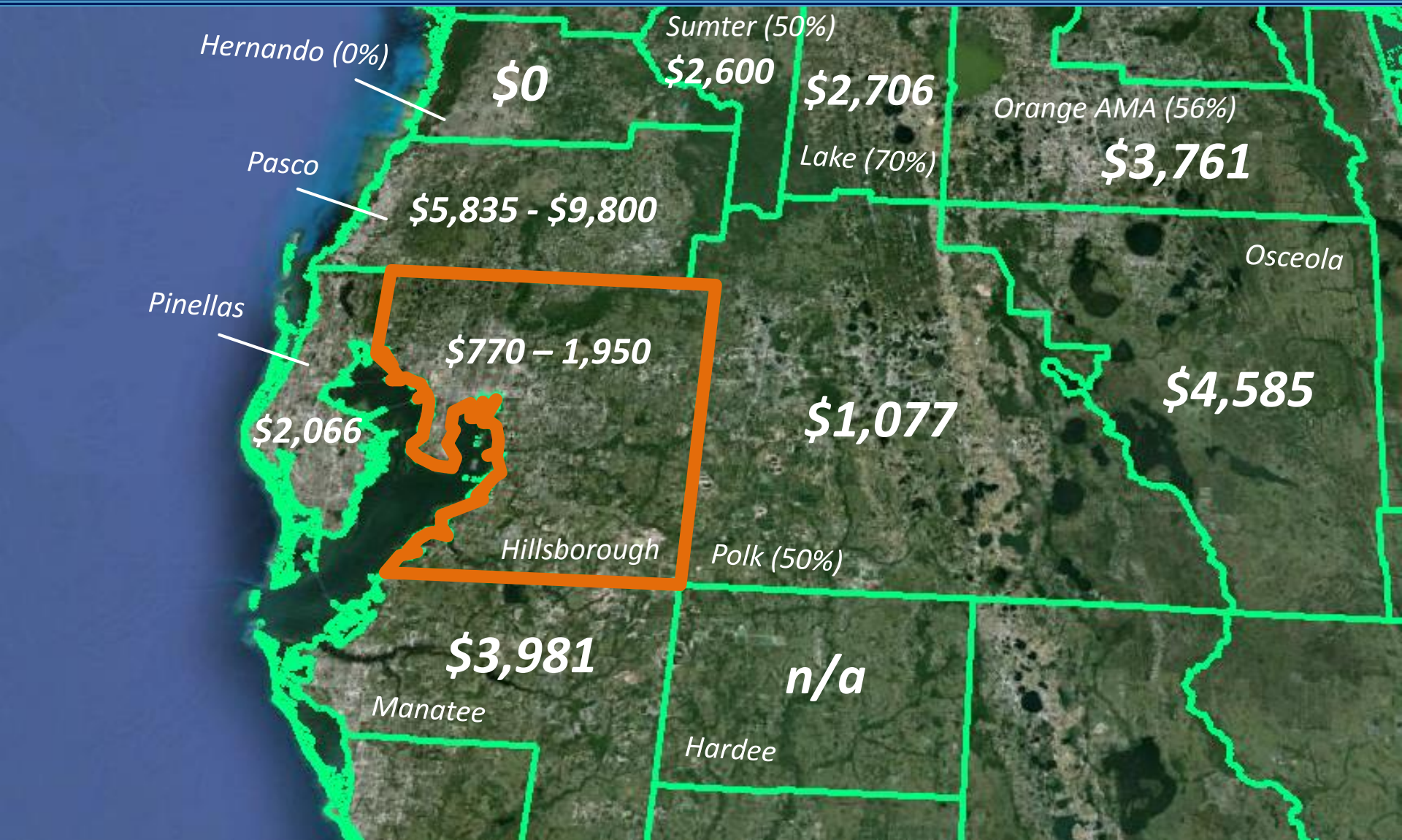
| Land Use* | Unit | Hillsborough (Existing) | With Sales Tax | |
|---|---|---|---|---|
| | | | Urban | Rural |
| Study Year | - | **1985** | 2015 | 2015 |
| V/C Ratio | - | **n/a** | 1.00 | 0.75 |
| | | | | |
| Single Family (2k sf) | Du | **$770-$1,950** | **$4,912** | **$7,777** |
| Light Industrial | 1,000 sf | **$519-$1,315** | $3,096 | $4,926 |
| Office (<50k sf tier) | 1,000 sf | **$1,161-$3,728** | $6,886 | $10,956 |
| Retail (50-200k sf tier) | 1,000 sf | **$1,367-$3,461** | $7,391 | $12,140 |
| Bank w/Drive-In | 1,000 sf | **$6,813-$17,248** | $15,628 | $25,621 |
| Fast Food (Drive-Thru) | 1,000 sf | **$4,036-$10,217** | $51,021 | $84,696 |

# Mobility Fee Comparison

| Land Use* | Unit | Hillsborough (Existing) | No Sales Tax | | With Sales Tax | |
|---|---|---|---|---|---|---|
| | | | Urban | Rural | Urban | Rural |
| Study Year | - | **1985** | 2015 | 2015 | 2015 | 2015 |
| V/C Ratio | - | **n/a** | 1.00 | 0.75 | 1.00 | 0.75 |
| | | | | | | |
| Single Family (2k sf) | Du | **$770-$1,950** | **$6,368** | **$9,233** | **$4,912** | **$7,777** |
| Light Industrial | 1,000 sf | **$519-$1,315** | $4,035 | $5,865 | $3,096 | $4,926 |
| Office (<50k sf tier) | 1,000 sf | **$1,161-$3,728** | $8,968 | $13,038 | $6,886 | $10,956 |
| Retail (50-200k sf tier) | 1,000 sf | **$1,367-$3,461** | $10,081 | $14,830 | $7,391 | $12,140 |
| Bank w/Drive-In | 1,000 sf | **$6,813-$17,248** | $21,266 | $31,259 | $15,628 | $25,621 |
| Fast Food (Drive-Thru) | 1,000 sf | **$4,036-$10,217** | $70,643 | $104,318 | $51,021 | $84,696 |

# Impact Fee Comparison

## Single Family (2,000 sf)



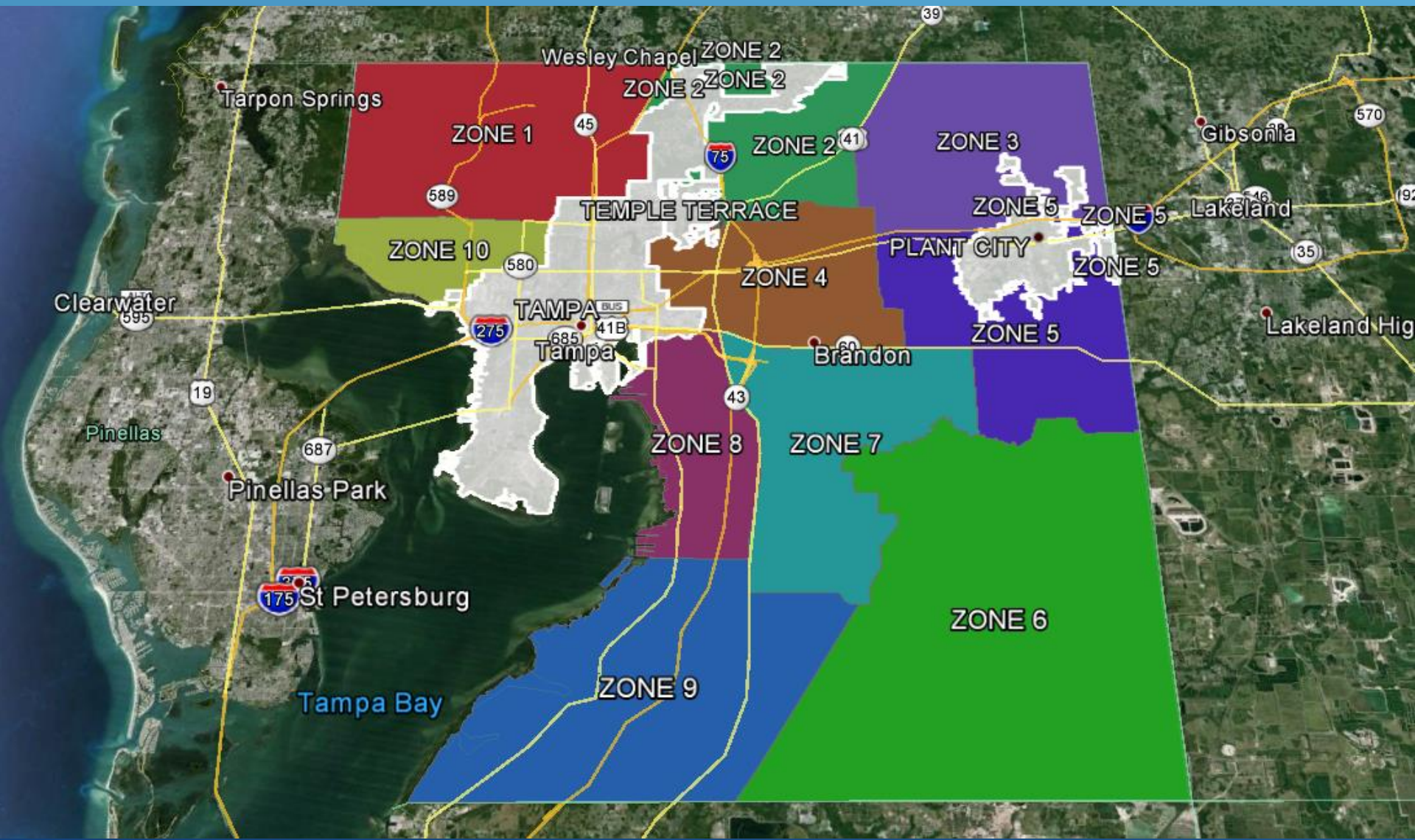
Hillsborough County
Florida

4

# Benefit Zones

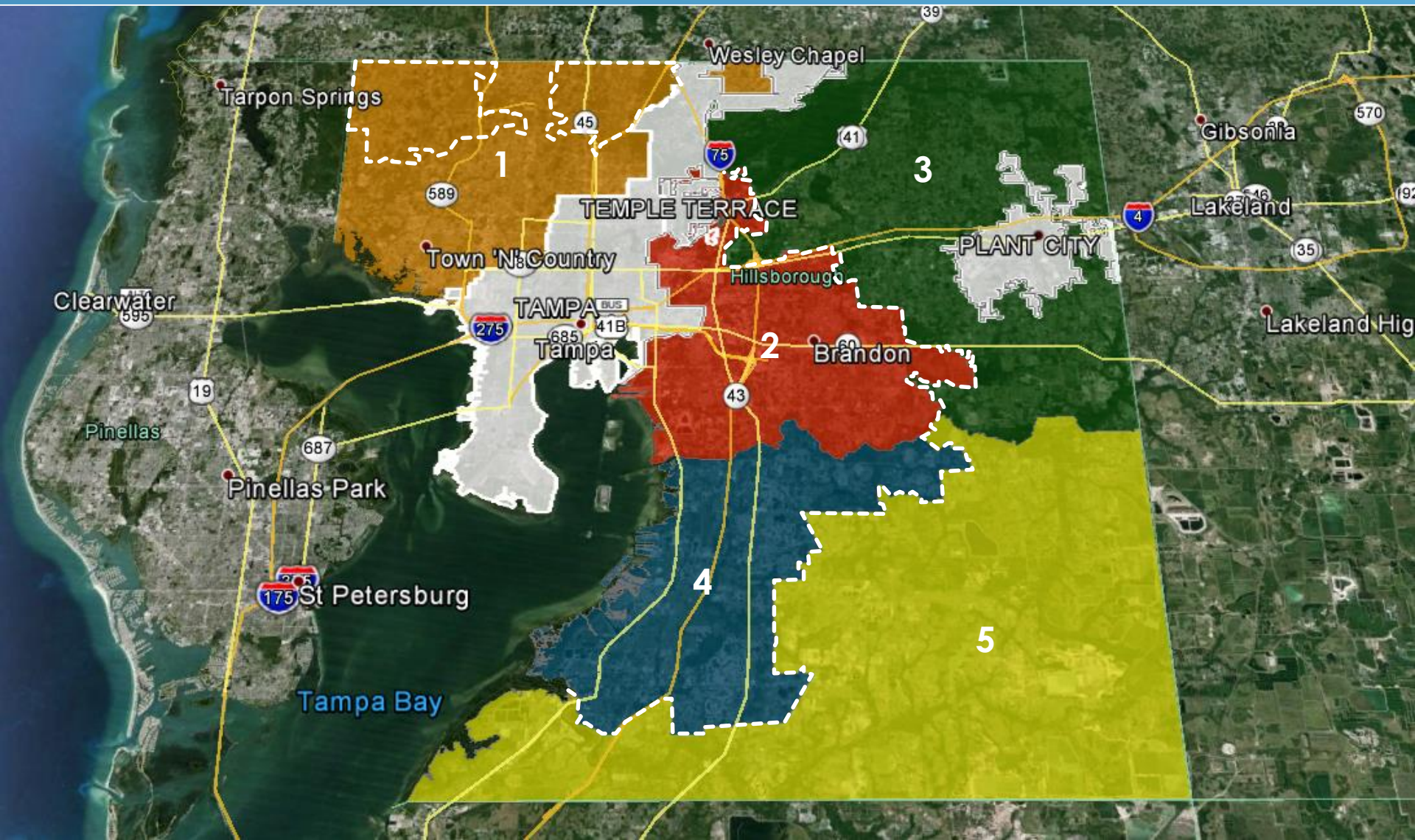
# Mobility Fees

## Existing Benefit Zones (10)



# Mobility Fees

## Potential Benefit Zones (5)



# THOUGHTS!

# COMMENTS!

# QUESTIONS?

STAKEHOLDERS MEETING

NOV 12, 2015 10AM

Q: Is it person miles vs vehicle miles in the calculation?

A: person miles. Assuming 1.2 persons/car in calculation

Q: Are we tying person trips to trip length?

A: Trip length is on the demand side of the equation.

Q: Are the lane-miles in the formula multi-modal?

A: Yes, it considers bike lanes, sidewalks, transit, etc.

**Costs**

Q; Why are we using $3M construction cost per lane mile if it's below the average?

A: It's a very reasonable number…and defensible.

Q: What are the construction costs that the County is seeing? (directed to Public Works)

A: Tindale Oliver pulled the value from County cost estimates, with an average of $3.3M per lane mile. Therefore the proposed number is below the County average.

Q: What is the state law definition related to concurrency and mobility fees?

A: If you do away with concurrency, you can do a mobility fee (it's an option) that is systems performance based. An additional discussion with County attorney's office was proposed.

Q: What average was used for the residential component?

A: 1500-2500 sf home

Q: General question/concern with how the fees are reported…seems confusing.

A: It's consistent with the existing Impact Fee schedule tables (per ksf)

Q; Will there be different fees?

A: There will be two different fees at most (urban vs rural)

Q: Is the system performance number in the table a buffer to be able to “pay and go”?

A: Yes.

Q: Sales tax credit: is it ½% or 1%?

A: It is based on ½%.

Q: How is the fee tagged/linked to development?

A: When you pull the permit and you tie it to the benefit district, that is how they correlate.

Q: What is the distinction between the urban vs. rural fee?

A: It is based on 100% LOS D Capacity (Urban) vs. 75% LOS D capacity (rural). Ultimately it will be policy-based.

Q: You haven’t provided demand-side values for non-residential development.

A: We will be doing that (it will include trip generation, trip length, etc.)

Q: When will we have a full list of land uses/fee schedules?

A: We will provide that before the adoption of an ordinance. We can do examples before that for your review and consideration.

Q: Will we get credit for turn lanes, signalization, etc.?

A: On site improvements are **not** creditable. Capacity based improvements are.

Note: Ron Barton is looking at programming buy-down options to consider economic development.

C: If you are going to consider these new rates for shopping centers with outparcels that are fast food restaurants, then you need to consider shopping center rates for the outparcels.

Discussed: Don’t adopt and implement a mobility fee now until the status of a sales tax is determined.

C: Don’t adopt the fee until you are ready to administer it.

C: Will have a separate legal discussion related to state law, concurrency, and mobility fees.

**Parking Lot**

Get daily calculation – person miles traveled, Trip length, person miles

2006 Legislation: what does in enable, require re: mobility fee?  A legal follow up has been proposed.

Clarify the mobility fee comparison slide. Show example projects/fees for many uses and square footages for retail, etc.  An example would be a 140ksf shopping center w a Publix.

Another meeting proposed to show how the calculation works:  LOS at 100%, system capacity at 75%

Show a comparison with Pasco’s urban/suburban/rural fees with proposed urban service boundary/rural fees.

Mixed use standards: design/mix etc.

Figure out when economic development programs will be heard in relation to mobility fee adoption.

Fee by use

STAKEHOLDERS MEETING

NOV 12, 2015 6PM

Q: Are developers going to be paying less with the new mobility fee vs. if you had been able to index the impact fee?

A: We are bound to get less in contributed assets (less concrete, less land) but maybe not less cash. Once the "ramp up" period to clear credits and vested developments is over, then the fee will be higher.

Q: Are offsets credits to actual costs?

A: Yes they are.

Q: We are seeing a 7% increase in land value. Will this be considered in the fee?

A: That is not part of this discussion. That is likely an ad-valorem discussion.

**Cost Component Discussion**

Q: Hillsborough County accelerated a bunch of projects. Does it skew the average cost of construction downward?

A: The Hillsborough County average was $3.3M per lane mile for construction, with a range of $1.6 to $9M per lane mile. We looked at an average trend. It doesn't consider other elements (design, right of way, etc.)

Q: Is the cost per lane mile for 2015?

A: Yes, and it's about 9 times higher than the current value used in Impact Fees.

Q: If you have numbers with and without the sales tax, should we be looking at the cost estimates developed for the Go Hillsborough projects?

A: The LRE/planning project numbers are generally overestimating and higher than the numbers we are using.

**Credit Component Discussion**

Q: How and why are state funding sources being used as a credit for a County fee?

A: It's not just a County-based roadway mobility fee. It's for all roads. We are also charging for the travel on the state road system (interstate travel excluded). If you took it out of the credit, you would have to take it out of the cost too.

Q: If you considered a 5 cent gas tax, what is the impact to the fee?

A: The fee would be approximately reduced $100 for penny of credit.

Q: How do the fees compare with others?

A: $6K for a single family dwelling unit (SFDU) is at the top end of many urban counties, but consistent as well.

Q: Is it better to do the rural fee as **the** fee, then credit urban-based incentives, or is that not defendable?

A: If you want to maintain a high performance criterion via policy in rural areas, then this fee structure is valid. I wouldn't feel comfortable apply a higher performance fee structure in an urban area.

Q: If the mobility fee is calculated based on new capacity, but Go Hillsborough projects are to address deficiencies, how can you apply the fee?

A: Not one penny of the sales tax to address existing deficiencies is creditable.

**Benefit Zones Component**

Q: Are we not collecting in Plant City, Tampa, and Temple Terrace?

A: They have their own fee structure…the areas in grey on the map represent those cities.

Q: If collection is made for impacts of a project, then it stands to reason that you should spend the fees closer to that impact?

A: You don't collect enough fees to construct meaningful if you have too many zones.

C: There is concern about the appropriateness of some land uses…the size and scope of certain projects. Charter schools is an example.

R: It's a land use issue, coupled with the need to address site access/operational improvements. State statutes define charter schools as public schools.

Q: Can we apply sales tax in zones like the proposed mobility fee?

A: That may not be practical.

Q: why don't we strive for mobility fees to pay 100% of new capacity?

A: With the proper credit, it can be 100%. That's the calculation we are using for this proposed fee.

C: Permissive development has harmed the County.

C: I don't see this as a way to control sprawl.

R: There are other tools as we look to the guiding principles. The mobility fee is only part of the solution by using a rural vs. urban fee distinction.

Q: How are you going to present this?

A: On December 9, a term sheet will be presented to the Board, with the intent on moving toward an ordinance.

It will be timed with the sales tax.

**Parking Lot**

Send the Community Planning Act (SB 7207) to the stakeholders.

Defer the conversation/discussion of vesting, offsets, etc. to the November 18th session.

We will show the effect of a 5 cent local option gas tax.

Legal drill down on the mobility fee and how it can be spent is forthcoming.

Q: How can you allocate the sales tax credit for each land use?

A: We will show this with the credit over time.

Q: How can a developer get credit for an approved, aka "grandfathered" project for what they **<u>might</u>** have been required to pay for impact fees when they do not have to pay the impact fees until the house/building is built and doing a final walk-through (or something like that)?

Q: The County has negotiated legally committed, aka "grandfathered" transportation dollars, such as Lake Hutto, so why should the developers be "grandfathered" for old impact fees which they are not legally obligated to pay until the project is built?

## SIGN-IN SHEET

| | |
|---|---|
| **Project:**<br>**MOBILITY FEE** | **Meeting Date:11/18/15 3PM** |
| **Facilitator:** | **Place/Room:**<br>**County Center 21st floor** |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| Richard Davis | | Holland & Knight | (813) 227-8500 | richard.davis@hklaw.com |
| Ron WEAVER | | Stearns Weaver | 813 222 5002 | rweaver@stearnsweaver.com |
| Todd Josko | | NAIOP | (813) 374-4618 | tjosko@flapartners.com |
| Mike Peterson | | GTAR | (813) 645-0966 | mippa@aol.com |
| Michael Yates | | Lincks & Assoc. | (813) 289 0039 | MYATES@LINCKS.COM |
| CHRISTOPHER HATTON | | KIMLEY-HORN | 813-638-5523 | christopher.hatton@kimley-horn.com |
| DAVID MECHANIK | | MECHANIK Nucci | 276-1920 | dmm@floridalandlaw.com |
| Jake Cremer | | jcremer@stearnsweaver.com | 813-222-5002 | Stearns Weaver |
| Ed Turanchik | | Akerman | 813 209 5020 | ed.turanchik@akerman.com |
| Kurt Adams | | Racetra | 770 431-7600 | kadams@racetrac.com |
| CHARLIE STOCKS | | RACE TRAC | 2054789060 | cstocks@racetrac.com |
| Sarah McGowan | | RaceTrac | 601 214 5797 | smcgowan@racetrac.com |
| Vin Marchetti | | Stearns | 813-222-5700 | vmarchetti@stearnsweaver.com |

# SIGN-IN SHEET

| | |
|---|---|
| **Project:**<br>**MOBILITY FEE** | **Meeting**<br>**Date:11/18/15 6PM** |
| **Facilitator:** | **Place/Room:**<br>**County Center 21st floor** |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| ED BARNES | | SUN CITY CENTER | 813-633-3229 | EBARNESSCC@AOL.COM |
| SAM SUDMAN | BOD SCCCA | Sun City Center | 813 633 3106 | msudman@tampabay.rr.com |
| MIKE WHITE | PRESIDENT | LITZ CITIZENS COALITION | 813 299-8835 | MWhite@litzcitizenscoalition.com |
| Terry Flott | | Sunner Com All. | 813 689 8490 | TFLOTT@EARTHLINK.NET & TFLOTT@LIVE.COM |
| GEORGE NIEMANN | | | 813-662-7100 | GEORGE_N@VERIZON.NET |
| Linda WASHINGTON | President | Progress Village Civic Assn | 813 741-3604 | liwashing@verizon.net |
| Sharon Gluvert | | | 813-760-1777 | SGLUVERT@tampabayrr.com |
| Vivian Bacca | | | 813-643-4491 | vivbacca@aol.com |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

# DRAFT Mobility Fee Rates

## Pasco County Comparison

### Mobility Fee Rates per Unit

| Land Use | Unit | Hillsborough Mobility Fee (Urban)* | Hillsborough Mobility Fee (Rural)* | Pasco Mobility Fee (Urban)** | Pasco Mobility Fee (Sub-Urb)** | Pasco Mobility Fee (Rural)** |
|---|---|---|---|---|---|---|
| | | | | Calculated | | |
| Study Year | - | **2015** | **2015** | 2014 | 2014 | 2014 |
| | | | | | | |
| Single Family (2k sf) | Du | **$6,332** | **$9,185** | $7,173 | $9,743 | $12,635 |
| Light Industrial | 1,000 sf | **$4,012** | **$5,835** | $4,633 | $5,717 | $6,828 |
| Office (50k sf tier) | 1,000 sf | **$8,917** | **$12,970** | $10,357 | $12,574 | $15,218 |
| Retail (125k sf tier) | 1,000 sf | **$10,021** | **$12,048** | $10,163 | $13,913 | $19,396 |
| Bank w/Drive-In | 1,000 sf | **$21,140** | **$25,404** | $21,436 | $29,277 | $33,659 |
| Fast Food (Drive-Thru) | 1,000 sf | **$70,217** | **$84,589** | $70,202 | $98,273 | $114,028 |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Full calculated mobility fee rates; does NOT include buy-down

# DRAFT Mobility Fee Rates

## Pasco County Comparison

### Mobility Fee Rates per Unit

| Land Use | Unit | Hillsborough Mobility Fee (Urban)* | Hillsborough Mobility Fee (Rural)* | Pasco Mobility Fee (Urban)** | Pasco Mobility Fee (Sub-Urb)** | Pasco Mobility Fee (Rural)** |
|---|---|---|---|---|---|---|
| | | | | Adopted | | |
| Study Year | - | **2015** | **2015** | 2014 | 2014 | 2014 |
| | | | | | | |
| Single Family (2k sf) | Du | **$6,332** | **$9,185** | $5,835 | $8,570 | $9,800 |
| Light Industrial | 1,000 sf | **$4,012** | **$5,835** | $0 | $0 | $0 |
| Office (50k sf tier) | 1,000 sf | **$8,917** | **$12,970** | $0 | $0 | $0 |
| Retail (125k sf tier) | 1,000 sf | **$10,021** | **$12,048** | $5,641 | $7,051 | $8,813 |
| Bank w/Drive-In | 1,000 sf | **$21,140** | **$25,404** | $12,730 | $14,384 | $15,582 |
| Fast Food (Drive-Thru) | 1,000 sf | **$70,217** | **$84,589** | $40,950 | $46,712 | $50,978 |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Adopted mobility fee rates; include buy-down

# DRAFT Mobility Fee Rates

## Example Development: **URBAN**

| | Mobility Fee Rate per Unit | | | Total Mobility Fee Assessment | | |
|---|---|---|---|---|---|---|
| **Land Use** | **Unit** | **Hillsborough (Urban)*** | **Pasco (Urban)**** | **Size** | **Hillsborough Amount** | **Pasco Amount** |
| Office (150k) | 1,000 sf | $6,403 | $0 | 150,000 sf | **$960,450** | **$0** |
| Office (300k) | 1,000 sf | $5,411 | $0 | 300,000 sf | **$1,623,300** | **$0** |
| Retail (300k) | 1,000 sf | $9,487 | $5,400 | 300,000 sf | **$2,846,100** | **$1,620,000** |
| Retail (500k) | 1,000 sf | $9,359 | $5,088 | 500,000 sf | **$4,679,500** | **$2,544,000** |
| Warehouse | 1,000 sf | $2,056 | $0 | 50,000 sf | **$102,800** | **$0** |
| Warehouse | 1,000 sf | $2,056 | $0 | 200,000 sf | **$411,200** | **$0** |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Adopted **URBAN** mobility fee rates; include buy-down

# DRAFT Mobility Fee Rates

## Example Development: **SUB-URBAN**

| | Mobility Fee Rate per Unit | | | Total Mobility Fee Assessment | | |
|---|---|---|---|---|---|---|
| **Land Use** | **Unit** | **Hillsborough (Urban)*** | **Pasco (SubUrb)**** | **Size** | **Hillsborough Amount** | **Pasco Amount** |
| Office (150k) | 1,000 sf | $6,403 | $0 | 150,000 sf | **$960,450** | **$0** |
| Office (300k) | 1,000 sf | $5,411 | $0 | 300,000 sf | **$1,623,300** | **$0** |
| Retail (300k) | 1,000 sf | $9,487 | $6,694 | 300,000 sf | **$2,846,100** | **$2,008,200** |
| Retail (500k) | 1,000 sf | $9,359 | $6,319 | 500,000 sf | **$4,679,500** | **$3,159,500** |
| Warehouse | 1,000 sf | $2,056 | $0 | 50,000 sf | **$102,800** | **$0** |
| Warehouse | 1,000 sf | $2,056 | $0 | 200,000 sf | **$411,200** | **$0** |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Adopted **SUB-URBAN** mobility fee rates; include buy-down

# DRAFT Mobility Fee Rates

## Example Development: **RURAL**

| Land Use | Unit | Mobility Fee Rate per Unit: Hillsborough (Rural)* | Mobility Fee Rate per Unit: Pasco (Rural)** | Size | Total Mobility Fee Assessment: Hillsborough Amount | Total Mobility Fee Assessment: Pasco Amount |
|---|---|---|---|---|---|---|
| Office (150k) | 1,000 sf | $9,310 | $0 | 150,000 sf | **$1,396,500** | **$0** |
| Office (300k) | 1,000 sf | $7,872 | $0 | 300,000 sf | **$2,361,600** | **$0** |
| Retail (300k) | 1,000 sf | $11,393 | $8,207 | 300,000 sf | **$3,417,900** | **$2,462,100** |
| Retail (500k) | 1,000 sf | $11,230 | $7,750 | 500,000 sf | **$5,615,000** | **$3,875,000** |
| Warehouse | 1,000 sf | $2,987 | $0 | 50,000 sf | **$149,350** | **$0** |
| Warehouse | 1,000 sf | $2,987 | $0 | 200,000 sf | **$597,400** | **$0** |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Adopted **RURAL** mobility fee rates; include buy-down

# POTENTIAL REDEVELOPMENT AREAS WITH COMPETITIVE SITES

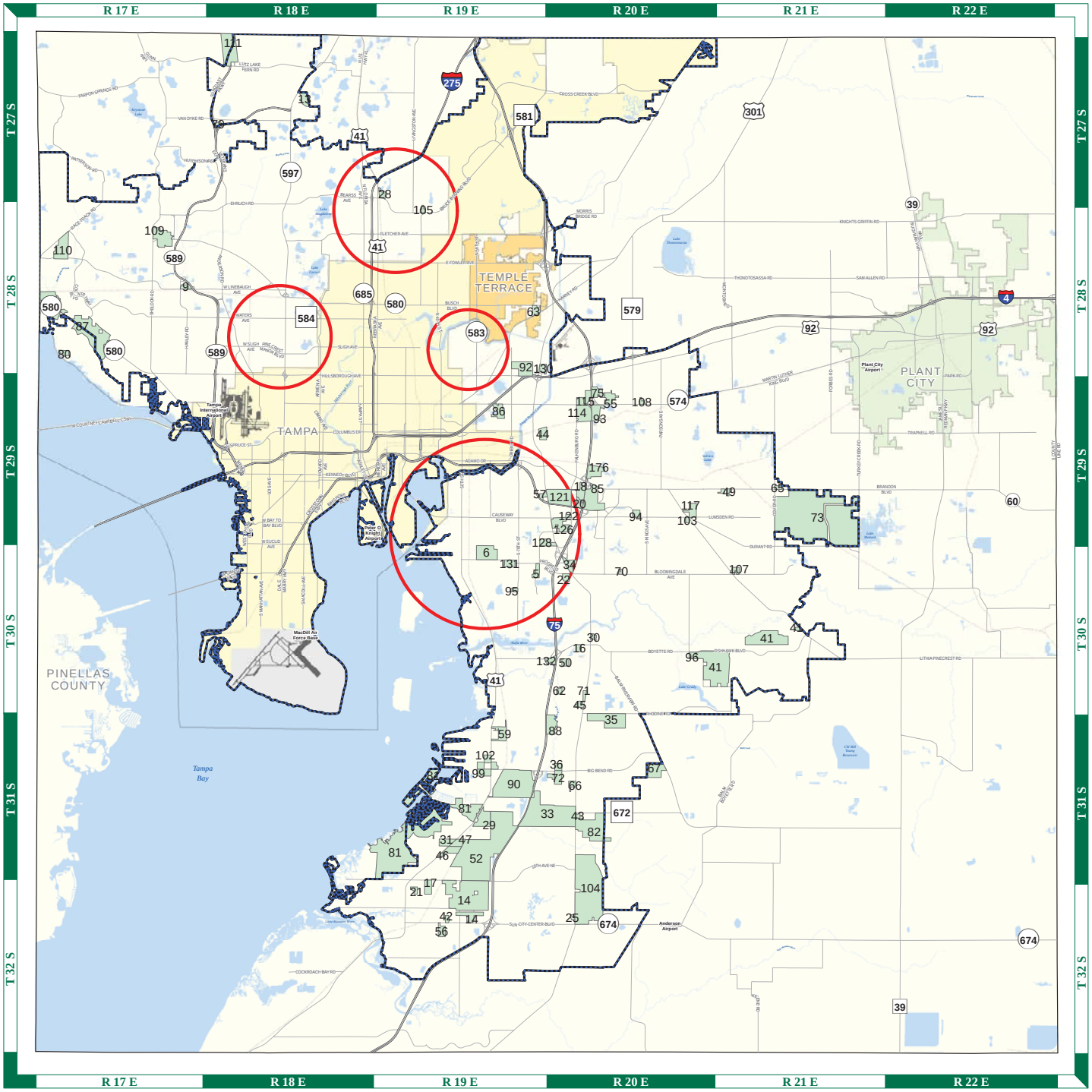
*Economic Development Department*

HillsboroughCounty Florida

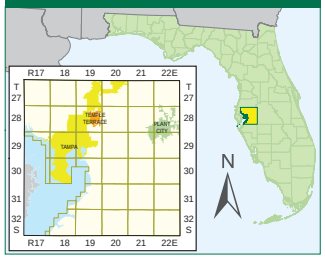
## Legend

- Potential Redevelopment Areas
- Competitive Sites
- USB

**DRAFT**




## Locator Map




NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded deeds, plats, and other public records; it has been based on BEST AVAILABLE data.

Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.


**601 E Kennedy Blvd**
**Tampa, FL 33602**
**(813) 272-7232**


0 0.45 0.9
Miles

Date: 11/20/2015 Path: G:\ECONDEV\Competitive Sites\GIS Files\Redevelopment Areas\Redevelopment_Map.mxd

# MOBILITY FEE TERM SHEET

## For Discussion

11/17/2015

**TABLE OF CONTENTS**

Fees and Assessments ..... 2

Expenditures ..... 3

Incentives ..... 4

Credits and Vesting ..... 5

Administration ..... 9

DRAFT

# 1) Fees and Assessments

a) Assessment Zones

i) Two Mobility fee assessment zones

(1) Urban Service Area

(2) Rural Service Area

**OR**

ii) One Mobility assessment zone

b) Expenditure Zones

i) Five Mobility fee Benefit/expenditure zones

DRAFT

# 2) Expenditures

**a) County Build**

i) Community Transportation Plan (CTP)

(1) Prioritized in the Capital Improvement Program (CIP) process

**b) Developer Build**

i) Timing

(1) Establish a Development Agreement with terms of construction.

ii) Mobility Fee Offsets

(1) Mobility fee offsets (or credit) may be established if the value of Transportation Capital Improvement (TCI) or Right-of-Way (ROW) conveyance exceeds the Mobility fees assessed.

(2) Apply for offsets within 90 days construction or conveyance of eligible project.

iii) Eligible Projects

(1) Identified in the CTP

(2) Identified in Corridor Preservation Plan (CPP)

DRAFT

# 3) Incentives

**a) Mixed Use development**

i) Calculated internal capture based on design criteria.

ii) First land use pays the full price. Subsequent uses get the discount.

iii) Mixed Use criteria to be established in the Land Development Code (LDC).

**b) Economic development**

i) Economic Development and Redevelopment Incentive Program: Payment in lieu of mobility fees based on adopted criteria.

DRAFT

# 4) Credits and Vesting

**a) Projects reviewed under the current Site or Subdivision regulation prior to the effective date of Mobility Fee Ordinance.**

i) The project is not subject to the Mobility Fee ordinance, if the project maintains a valid Certificate of Capacity. This provision expires after 6 years.

ii) Impact Fees

(1) Current Impact fee ordinance applies.

(2) Required to pay Impact fee

(3) May be eligible for Impact fee offsets

**b) Proportionate Share Agreement**

i) The project is not subject to the Mobility Fee ordinance, if:

(1) The project has made the proportionate share payment prior to, either 90 days of approval or issuance of the first building permit, whichever comes first, and

(2) Pull a building permit within **X** years of effective date of the ordinance.

(3) Impact Fees:

(a) Current Impact fee ordinance applies.

(b) Required to pay Impact fee

(c) Eligible for Impact fee offsets

ii) Agreements approved after January 01, 2016 are subject to Mobility Fees at such time when Mobility Fee ordinance becomes effective.

DRAFT

iii) If the Proportionate Share agreement expires, the project is subject to the Mobility fee ordinance.

**c) Development Agreement**

i) If the project has satisfied or is current on the terms of the development agreement then the project is not subject to Mobility Fee Ordinance.

ii) Amendments

(1) The project is not subject to Mobility Fee, if:

(a) The net external transportation impact does not increase, and

(b) The timeframe of the original agreement is not amended, unless otherwise specifically granted by statute or state law.

iii) Extensions - Development Agreements cannot be extended beyond the timeframe approved in the agreement, unless otherwise specifically granted by statute or state law.

iv) Impact Fees

(1) Current Impact fee ordinance applies.

(2) Required to pay Impact Fee

(3) Eligible for Impact Fee offsets

**d) Developments of Regional Impact (DRIs)**

i) Specific approvals are not subject to the Mobility Fee ordinance if the project is current on the terms of the development order.

ii) Conceptual approvals are subject to the Mobility Fee Ordinance.

iii) Amendments

DRAFT

(1) The project is not subject to the Mobility Fee, if:

(a) The net external transportation impact does not increase, and

(b) The timeframe of the original agreement is not amended, unless otherwise specifically granted by statute or state law.

iv) Extensions - Development Agreements cannot be extended beyond the timeframe approved in the agreement unless otherwise specifically granted by statute or state law.

v) Impact Fees

(1) Current Impact fee ordinance applies.

(2) Required to pay Impact fee

(3) Eligible for Impact fee offsets

**e) Impact Fee Offsets (credits)**

i) Existing impact fees offsets (credits) will not be Indexed

ii) Can be used to pay Impact Fees

iii) Can be used to pay Mobility Fees

iv) Conditions:

(1) Existing impact fee offsets have to be registered

(2) The impact fee offsets expires in **X** years from the effective date of the Mobility fee ordinance, and a potential **X** year extension.

DRAFT

**f) Mobility Fee offsets (credits)**

i) Mobility fee offsets (credits) would be granted to developer built mobility improvement if the value of the improvement is greater than the mobility fee assessment.

ii) Mobility fee offsets will expire in **X** years from the date of issuance.

DRAFT

# 5) Administration

**a) Assessment (timing)**

i) Assessment is made at the approval of construction plan

**b) Single Payment**

i) For development that requires a certificate of occupancy (CO):

(1) Payment in full is made prior to the issuance of CO

ii) For development where no certificate of occupancy (CO) is required:

(1) Payment in full is made prior to final inspection

**c) Payment over time**

i) Develop an ordinance to establish the time payment method

**d) Exceptions**

i) Government buildings

ii) Temporary uses such as agricultural stands

iii) Projects that don't generate trips

iv) De minimus projects.

**e) Use of funds**

a) Hillsborough County will use the mobility fee collections within ***6*** years.

DRAFT

STAKEHOLDERS MEETING
NOV 18, 2015 3PM

Questions/Comments generally stratified by Term Sheet Topics

**Fees and Assessments**

Q: Regarding assessment vs benefit. How do they relate?
A: Benefit zones are independent from the assessment zones

Q: If the zones are so big, do you lose the ability to justify expenditures?
A: We are creating a regional perspective, taking the mobility fees to spend on regional roads.

Q: If only one or two assessment zones, will it be technically justifiable?
A: Yes

**Expenditures**

Q: If the Community Transportation Plan (CTP) is the source, are we not relying on economic development opportunities?
A: This is a drill down discussion

Q: If a large development is built on a 2 lane undivided road, but that road isn't on the CTP, how will you handle that? When is the road fixed?
A: Can look to the LRTP as the mechanism, with a development agreement. The 10 year plan could be amended, then delete a project somewhere else. May consider under policy a way to handle an "extreme" case.

**Incentives**

Q: Regarding economic development: will you determine the buy-down early on?
A: We are in the process of refining it.

C: Consider buy downs in some geographic areas.

C: Consider buy downs that are size-based.

C: We want certainty in the incentive program early on.

Q: What are the funding source(s) for the buy down?
A: Part of the development program, also possibly part of Go Hillsborough.

C: Establish real criteria (tied to jobs). Add certainty to buy downs/incentives

**Credits/Vesting**

Q: Regarding the 1/1/16 deadline for proportionate share projects, what if you're in the proportionate share process now?
A: We may need to consider if you're in the process (i.e. paid the application fee), then you're in? We will look into this.

Q: Regarding proportionate share, if you pull the first building on a subdivision, will this be good enough to exempt you from the mobility fee?
A: Building permits will provide a 5-7 year range.

Q: What is you don't file an annual report (and therefore not satisfying the conditions of the development agreement), are you subject to the mobility fee ordinance?

Q: Net vs gross trips for transportation impacts?
A: We said net, but this can be determined

C: An extension should be considered under extenuating circumstances.
R: We will review this.

C: Regarding DRIs and conceptual approval: We need to consider the DRI's D.O. language to which rights are vested and approvals were made.

Q: Are impact fee credits going to be countywide, or at least into the larger, new benefit zones?
A: This will need to be determined.

Q: Is there indexing?
A: No revenue would be generated if indexed.

Q: Would the mobility fee credits expire under the same time as impact fee credits?
A: Yes

C: If the expiration time is too short, big projects may not be encouraged to develop.
R: This is to be determined.

C: We need to have an efficient way to register and track these offsets.

**Administration**

Q: If you tear down and rebuild with zero trips, then no mobility fee?
A: Yes: we need to clarify in the language.

**Takeaway/Thoughts**

Time frame is a concern, especially regarding projects currently in the proportionate share process

Trade organizations: their concern is deepening; it sounds like the fee will be less competitive than originally believed.

**Parking Lot**

Benefit vs expenditure
Q: Why do I have to pay more if I build in one than in two? What is the dual rational nexus basis?

For incentives, talk economic development opportunities

Provide the Go Hillsborough ½% list of projects

Scenario: large scale project approved on two lane road that is not eligible for expenditure. What do you do when it fails (assuming development agreement is not pursued)?

This is a procedural issue: how to add road to the plan

Also, we could eliminate concurrency and have an extreme test. We haven't yet included one.

Future discussion: What if the plan designation changes? Particularly for infill?

Incentives: Projects may rely on the incentive early in the process, need a way to rely on it before the payment is due.

Look at option to buy down fees in a given geography.

Compare the fee to Pasco, use by use, in regards to incentives given.

Look at transition provisions for what is subject to the mobility fee after January 1.

Applications can't sit for years: diligence

Development agreements and DRI's: if an annual report is not submitted, is the project not satisfying the current terms of the agreement?

Do we have a gross increase in traffic vs net? Compare apples to apples under term sheet section C.ii.1.a

Check DRI vesting rights built into 163 and 380

Transition from impact fee to mobility fee: where are the credits from the old system allowed to be spent? Can the credits be sold between zones?

What about extenuating circumstances in offset expiration? Is this a disincentive for large construction?

Since 1987, what is the non-impact fee transportation CIP expenditure been?

Send current de minimus thresholds

‘STAKEHOLDERS MEETING
NOV 18, 2015 6PM

Questions/Comments generally stratified by Term Sheet Topics

**Fees and Assessments**

Q: I wasn’t at last meeting…need clarification on zones.
A: Discussed the difference between assessments vs. benefit zone.

Q: Wasn’t there an issue with having multiple assessment fee zones? (had discussed only one fee as a result)
A: The consultant looked at a system performance method to develop two assessment zones (one inside the Urban Service Area and one rural) This was a topic at the last meeting.

C: Two fee structure is one method to discourage suburban sprawl.

C: Not sure two fee system will discourage sprawl.
R: If that’s all you did, it wouldn’t do much to discourage sprawl.

Q: Wasn’t land use part of the fee determination?
A: Two fee schedules will be developed with about 25 land uses per schedule.

C: Two fee schedules is preferred. It reinforces concepts outlined in the Comp Plan.

Q: If the mobility fee is implemented, what will the taxpayer pay per development? What is the target percentage of what development is paying for transportation impact?
A: Once the mobility fee is phased in, can expect up to $40M per year

Q: Is there a gap between the cost of transportation for a development and the mobility fee if set at 100%?
A: The mobility fee can cover 40-50% of the total transportation costs. We think we have a legally defensible fee.

**Expenditures**

C: I don’t think the Community Transportation Plan (CTP) is a good plan to use. We should use the MPO Plan.
C: There is low confidence is using the plan.
R: Note that the Cost Affordable version of the LRTP is based on a 1percent sales tax.

C: We need to make the process more succinct.

Q/C: There is concern about offsets: will we end up paying developers?
A: The offsets are based on where projects have added capacity.

$205M in improvements have been made or assets have been provided (>$200,000 since 1987).
$260M in impact fees have been collected (Since 1985)

C: It's wise to sunset developer agreements and offsets.
R: This is to be determined: we will cover this in the credit/vesting section.

**Incentives**

Q: Incentivizing mixed use developments (MXDs) is one thing, but are we addressing projects that do the opposite, i.e. attract trips from long distances?
A: We have and are using data in our fee schedule that addresses regional uses (i.e. large shopping centers have long trips incorporated into the calculation)

Q: Do you have economic development criteria?
A: We are working on the criteria. We are looking to tie it into high wage jobs, something that "moves the needle."

C: Look at the community involvement component as part of the economic development incentive (endowments, etc.)

Q: How is this comparable to the key economic sites that were developed?
A: We drilled down to specific sites for this exercise.

**Credits/Vesting**

This topic was skipped to the next meeting in the interest of time

Administration

Q: What happens if the development agreement asks for an extension?
A: It can't be extended because it's based on the C.O.

C: The period to spend mobility fee money (6 years) should be longer.
R: The timing is based on case law.

C: Government buildings should pay the mobility fee.
R: You would end up paying yourself, department to department.

**Parking Lot**

Get time frame for EPC report

Re-managing growth: execution of land use/land use decision making isn't executed (?) through mobility fee – urban/rural fee and impact on decisions made by individuals.

Look at MPO LRTP as the basis for where to spend the fees.

For credits and vesting: timing/sunset development agreements.
What happens when it is extended? Does the spend(?) money in 6 years extend?
Problem with enough money to build improvement.

Data on internal capture/development total travel

Suggest the economic incentive fund have an endowment, funded by charitable contributions.

Get maps of competitive sites/Areas  ; send by email.

## SIGN-IN SHEET

| | |
|---|---|
| **Project:**<br>**MOBILITY FEE** | **Meeting Date:11/23/15 3PM** |
| **Facilitator:**<br>**Mary K. Peck** | **Place/Room:**<br>**County Ctr 24W** |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| Mike Peterson | | GTMR | 645-0966 | mlppa@aol.com |
| Todd Josko | | NAIOP | 813 837-2466 | tjosko@flapartners.com |
| Rob Cursey | | Tindale Oliver | 777-8243 | rcursey@tindale.com |
| Ron Weaver | | Stearns Weaver | 222 5002 | rweaver@stearnsweaver.com |
| Michael Yates | | Lincks & Associates | 289-0039 | MYATES@LINCKS.COM |
| Tom Panaseny | | Newland Communities | 620-3555 | tpanaseny@newlandco.com |
| Jake Cremer | Atty | Stearns Weaver | | jcremer@stearnsweaver.com |
| Vin Markett | " | " | | vmarkett@stearnsweaver.com |
| K. Corbett | Atty | Foley | 225-4102 | kcorbett@foley.com |
| J. Doerfel | | | | |
| Willy Nunn | | Homes by WB | 813-503-0810 | wnunn@westbaytampa.com |
| Isabella Albert | | Genesis | | ialbert@genesisgroup.com |
| | | | | |

## SIGN-IN SHEET

| | |
|---|---|
| **Project:**<br>**MOBILITY FEE** | **Meeting**<br>**Date:11/23/15 6PM** |
| **Facilitator:**<br>**Mary K. Peck** | **Place/Room:**<br>**County Ctr 24W** |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| PAUL THIBAULT | | | 813-777-7198 | paul.thibault@florida.sierraclub.org |
| Vivian Bacca | | | 813-643-4491 | vivbacca@aol.com |
| Kent Bailey | | | 813 886 7819 | Kent.Bailey@florida.SierraClub.org |
| GEORGE NIEMANN | | | 813-662-7100 | GEORGE_N@VERIZON.NET |
| Patricia Kemp | | | 813-508-0965 | patriciakemp.law@gmail.com |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

# Hillsborough County

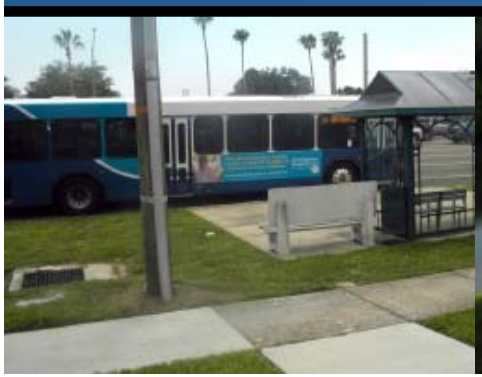
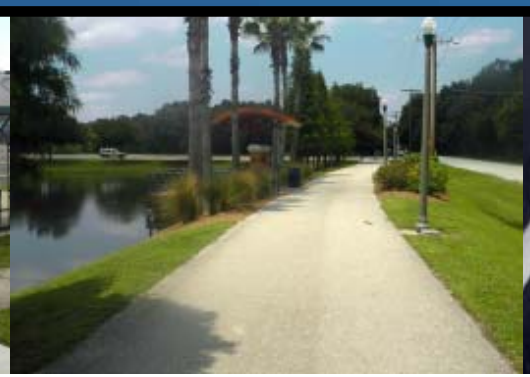
## Mobility Fee Study

## Focus Group Presentations

November 23rd

Prepared by:

Tindale Oliver

# Questions from Previous Sessions

- Calculated Fee Levels & Comparison to Pasco County
- Examples of Development Costs
- Understanding Demand Component

# Cost Component

## Estimated Unit Cost per Lane Mile

| Cost Type | County Roads | State Roads | County & State Roads |
|---|---|---|---|
| Design (≈12%) | $348,000 | $319,000 | $340,000 |
| Right-of-Way (≈50%) | $1,448,000 | $1,448,000 | $1,448,000 |
| Construction | $2,897,000 | $2,897,000 | $2,897,000 |
| CEI (≈10%) | $261,000 | $319,000 | $277,000 |
| **Total** | **$4,954,000** | **$4,983,000** | **$4,962,000** |
| | | | |
| Lane Mile Distribution | 72% | 28% | 100% |

**Cost Used for the Existing Fee = $635,000 per Lane Mile**

# DRAFT Mobility Fee Rates

| Land Use* | Unit | Hillsborough (Existing) | No Sales Tax | |
|---|---|---|---|---|
| | | | Urban | Rural |
| Study Year | - | **1985** | 2015 | 2015 |
| V/C Ratio | - | **n/a** | 1.00 | 0.75 - 0.875 |
| | | | | |
| Single Family (2k sf) | Du | **$770-$1,950** | **$6,332** | **$9,185** |
| Light Industrial | 1,000 sf | **$519-$1,315** | $4,012 | $5,835 |
| Office (<50k sf tier) | 1,000 sf | **$1,161-$3,728** | $8,917 | $12,970 |
| Retail (50-200k sf tier) | 1,000 sf | **$1,367-$3,461** | $10,021 | $12,048 |
| Bank w/Drive-In | 1,000 sf | **$6,813-$17,248** | $21,140 | $25,404 |
| Fast Food (Drive-Thru) | 1,000 sf | **$4,036-$10,217** | $70,217 | $84,589 |

# DRAFT Mobility Fee Rates

| Land Use* | Unit | Hillsborough (Existing) | With Sales Tax | |
|---|---|---|---|---|
| | | | Urban | Rural |
| Study Year | - | **1985** | 2015 | 2015 |
| V/C Ratio | - | **n/a** | 1.00 | 0.75 - 0.875 |
| | | | | |
| Single Family (2k sf) | Du | **$770-$1,950** | **$4,858** | **$7,711** |
| Light Industrial | 1,000 sf | **$519-$1,315** | $3,054 | $4,877 |
| Office (<50k sf tier) | 1,000 sf | **$1,161-$3,728** | $6,799 | $10,852 |
| Retail (50-200k sf tier) | 1,000 sf | **$1,367-$3,461** | $7,294 | $9,321 |
| Bank w/Drive-In | 1,000 sf | **$6,813-$17,248** | $15,429 | $19,693 |
| Fast Food (Drive-Thru) | 1,000 sf | **$4,036-$10,217** | $50,319 | $64,691 |

# DRAFT Mobility Fee Rates

| Land Use* | Unit | Hillsborough (Existing) | No Sales Tax | | With Sales Tax | |
|---|---|---|---|---|---|---|
| | | | Urban | Rural | Urban | Rural |
| Study Year | - | **1985** | 2015 | 2015 | 2015 | 2015 |
| V/C Ratio | - | **n/a** | 1.00 | 0.75 - 0.875 | 1.00 | 0.75 - 0.875 |
| | | | | | | |
| Single Family (2k sf) | Du | **$770-$1,950** | **$6,332** | **$9,185** | **$4,858** | **$7,711** |
| Light Industrial | 1,000 sf | **$519-$1,315** | $4,012 | $5,835 | $3,054 | $4,877 |
| Office (<50k sf tier) | 1,000 sf | **$1,161-$3,728** | $8,917 | $12,970 | $6,799 | $10,852 |
| Retail (50-200k sf tier) | 1,000 sf | **$1,367-$3,461** | $10,021 | $12,048 | $7,294 | $9,321 |
| Bank w/Drive-In | 1,000 sf | **$6,813-$17,248** | $21,140 | $25,404 | $15,429 | $19,693 |
| Fast Food (Drive-Thru) | 1,000 sf | **$4,036-$10,217** | $70,217 | $84,589 | $50,319 | $64,691 |

# DRAFT Mobility Fee Rates

## Pasco County Comparison

### Mobility Fee Rates per Unit

| Land Use | Unit | Hillsborough Mobility Fee (Urban)* | Hillsborough Mobility Fee (Rural)* | Pasco Mobility Fee (Urban)** | Pasco Mobility Fee (Sub-Urb)** | Pasco Mobility Fee (Rural)** |
|---|---|---|---|---|---|---|
| | | | | Calculated | | |
| Study Year | - | **2015** | **2015** | 2014 | 2014 | 2014 |
| | | | | | | |
| Single Family (2k sf) | Du | **$6,332** | **$9,185** | $7,173 | $9,743 | $12,635 |
| Light Industrial | 1,000 sf | **$4,012** | **$5,835** | $4,633 | $5,717 | $6,828 |
| Office (50k sf tier) | 1,000 sf | **$8,917** | **$12,970** | $10,357 | $12,574 | $15,218 |
| Retail (125k sf tier) | 1,000 sf | **$10,021** | **$12,048** | $10,163 | $13,913 | $19,396 |
| Bank w/Drive-In | 1,000 sf | **$21,140** | **$25,404** | $21,436 | $29,277 | $33,659 |
| Fast Food (Drive-Thru) | 1,000 sf | **$70,217** | **$84,589** | $70,202 | $98,273 | $114,028 |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Full calculated mobility fee rates; does NOT include buy-down

# DRAFT Mobility Fee Rates

## Pasco County Comparison

### Mobility Fee Rates per Unit

| Land Use | Unit | Hillsborough Mobility Fee (Urban)* | Hillsborough Mobility Fee (Rural)* | Pasco Mobility Fee (Urban)** | Pasco Mobility Fee (Sub-Urb)** | Pasco Mobility Fee (Rural)** |
|---|---|---|---|---|---|---|
| | | | | Adopted | | |
| Study Year | - | **2015** | **2015** | 2014 | 2014 | 2014 |
| | | | | | | |
| Single Family (2k sf) | Du | **$6,332** | **$9,185** | $5,835 | $8,570 | $9,800 |
| Light Industrial | 1,000 sf | **$4,012** | **$5,835** | $0 | $0 | $0 |
| Office (50k sf tier) | 1,000 sf | **$8,917** | **$12,970** | $0 | $0 | $0 |
| Retail (125k sf tier) | 1,000 sf | **$10,021** | **$12,048** | $5,641 | $7,051 | $8,813 |
| Bank w/Drive-In | 1,000 sf | **$21,140** | **$25,404** | $12,730 | $14,384 | $15,582 |
| Fast Food (Drive-Thru) | 1,000 sf | **$70,217** | **$84,589** | $40,950 | $46,712 | $50,978 |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Adopted mobility fee rates; include buy-down

# DRAFT Mobility Fee Rates

## Example Development: **URBAN**

| | Mobility Fee Rate per Unit | | | Total Mobility Fee Assessment | | |
|---|---|---|---|---|---|---|
| **Land Use** | **Unit** | **Hillsborough (Urban)*** | **Pasco (Urban)**** | **Size** | **Hillsborough Amount** | **Pasco Amount** |
| Office (150k) | 1,000 sf | $6,403 | $0 | 150,000 sf | **$960,450** | **$0** |
| Office (300k) | 1,000 sf | $5,411 | $0 | 300,000 sf | **$1,623,300** | **$0** |
| Retail (300k) | 1,000 sf | $9,487 | $5,400 | 300,000 sf | **$2,846,100** | **$1,620,000** |
| Retail (500k) | 1,000 sf | $9,359 | $5,088 | 500,000 sf | **$4,679,500** | **$2,544,000** |
| Warehouse | 1,000 sf | $2,056 | $0 | 50,000 sf | **$102,800** | **$0** |
| Warehouse | 1,000 sf | $2,056 | $0 | 200,000 sf | **$411,200** | **$0** |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Adopted **URBAN** mobility fee rates; include buy-down

# DRAFT Mobility Fee Rates

## Example Development: **SUB-URBAN**

| Land Use | Mobility Fee Rate per Unit: Unit | Hillsborough (Urban)* | Pasco (SubUrb)** | Total Mobility Fee Assessment: Size | Hillsborough Amount | Pasco Amount |
|---|---|---|---|---|---|---|
| Office (150k) | 1,000 sf | $6,403 | $0 | 150,000 sf | **$960,450** | **$0** |
| Office (300k) | 1,000 sf | $5,411 | $0 | 300,000 sf | **$1,623,300** | **$0** |
| Retail (300k) | 1,000 sf | $9,487 | $6,694 | 300,000 sf | **$2,846,100** | **$2,008,200** |
| Retail (500k) | 1,000 sf | $9,359 | $6,319 | 500,000 sf | **$4,679,500** | **$3,159,500** |
| Warehouse | 1,000 sf | $2,056 | $0 | 50,000 sf | **$102,800** | **$0** |
| Warehouse | 1,000 sf | $2,056 | $0 | 200,000 sf | **$411,200** | **$0** |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Adopted **SUB-URBAN** mobility fee rates; include buy-down

# DRAFT Mobility Fee Rates

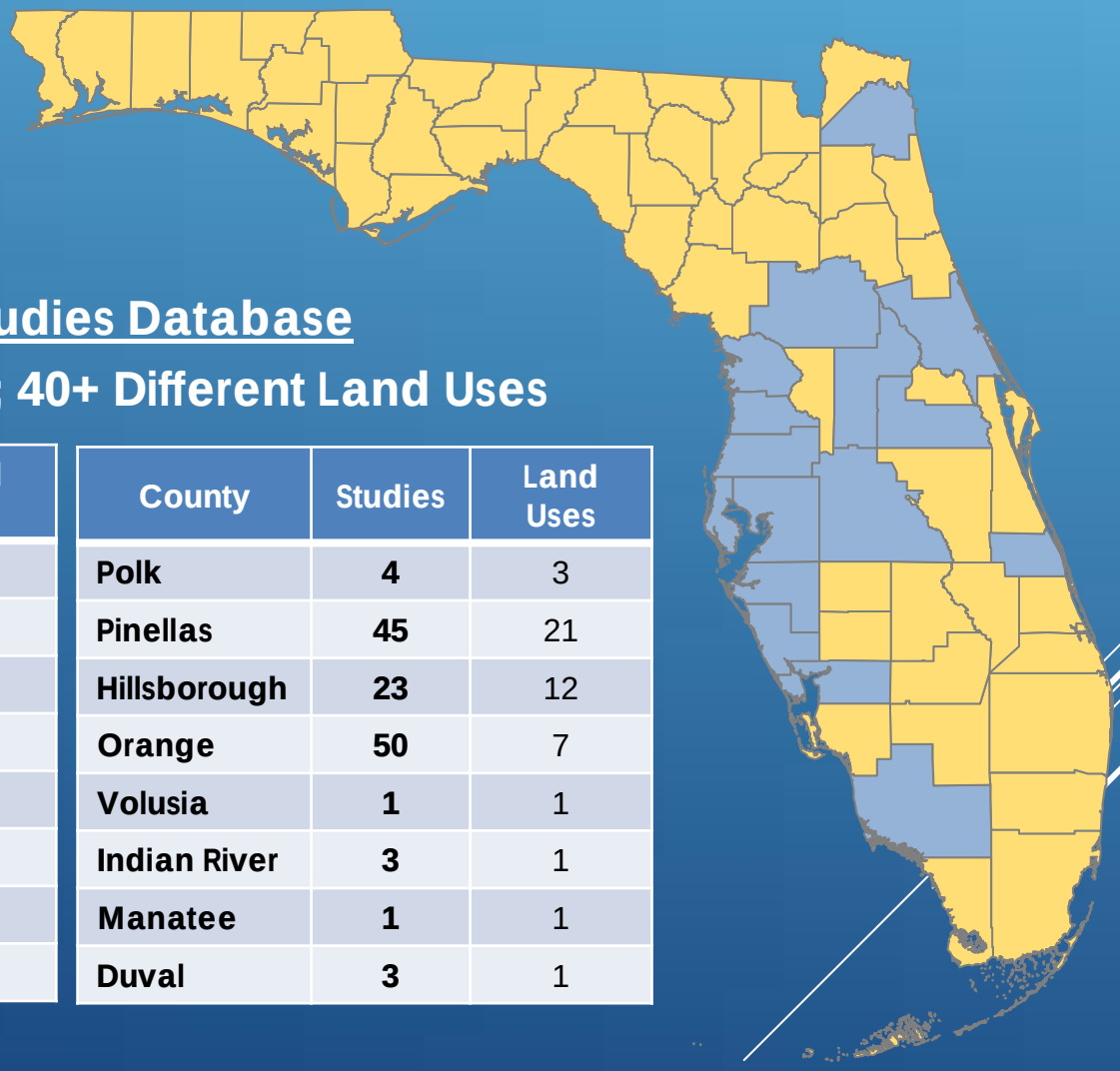
## Example Development: **RURAL**

| Land Use | Mobility Fee Rate per Unit: Unit | Hillsborough (Rural)* | Pasco (Rural)** | Total Mobility Fee Assessment: Size | Hillsborough Amount | Pasco Amount |
|---|---|---|---|---|---|---|
| Office (150k) | 1,000 sf | $9,310 | $0 | 150,000 sf | **$1,396,500** | **$0** |
| Office (300k) | 1,000 sf | $7,872 | $0 | 300,000 sf | **$2,361,600** | **$0** |
| Retail (300k) | 1,000 sf | $11,393 | $8,207 | 300,000 sf | **$3,417,900** | **$2,462,100** |
| Retail (500k) | 1,000 sf | $11,230 | $7,750 | 500,000 sf | **$5,615,000** | **$3,875,000** |
| Warehouse | 1,000 sf | $2,987 | $0 | 50,000 sf | **$149,350** | **$0** |
| Warehouse | 1,000 sf | $2,987 | $0 | 200,000 sf | **$597,400** | **$0** |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Adopted **RURAL** mobility fee rates; include buy-down

# Demand Component



## Florida Studies Database

**300+ Sites Studies; 40+ Different Land Uses**

| County | Studies | Land Uses |
|---|---|---|
| Collier | 37 | 14 |
| Pasco | 17 | 6 |
| Marion | 37 | 9 |
| Charlotte | 16 | 3 |
| Hernando | 25 | 9 |
| Sarasota | 23 | 7 |
| Lake | 17 | 4 |
| Citrus | 11 | 4 |

| County | Studies | Land Uses |
|---|---|---|
| Polk | 4 | 3 |
| Pinellas | 45 | 21 |
| Hillsborough | 23 | 12 |
| Orange | 50 | 7 |
| Volusia | 1 | 1 |
| Indian River | 3 | 1 |
| Manatee | 1 | 1 |
| Duval | 3 | 1 |

# Example Calculations

Mobility Fee Demand Variables

| Land Use | Unit | Trip Generation Rate | Trip Length | Percent New Trips | Net PMT |
|---|---|---|---|---|---|
| Single Family (2k sf) | Du | 7.81 | 6.62 | 100% | **21.31** |
| Light Industrial | 1,000 sf | 6.97 | 5.15 | 92% | **13.61** |
| Office (<50k sf tier) | 1,000 sf | 15.50 | 5.15 | 92% | **30.26** |
| Retail (50-200k sf tier) | 1,000 sf | 53.28 | 2.40 | 67% | **35.31** |
| Bank w/Drive-In | 1,000 sf | 159.34 | 2.46 | 46% | **74.31** |
| Fast Food (Drive-Thru) | 1,000 sf | 511.00 | 2.05 | 58% | **250.38** |

Interstate/Toll Facility Discount = 36.6%

Persons-per Vehicle = 1.30

THOUGHTS!

COMMENTS!

QUESTIONS?

STAKEHOLDERS MEETING
NOV 23, 2015 3PM

Questions/Comments generally centered on TOA technical presentation

Q: Please provide categories and fee structure related to convenience stores.
A: This will be provided.

Q: In regards to the fast food category in Pasco, the rates charged are lower than what's shown as the full rate.
A: They are buying down that category.

Q: The 2,000 sf value for single family dwelling units (SFDUs): is that an average or a breakpoint?
A: That's a breakpoint. We will likely have three size categories.

Q: When will we have the full fee schedule?
A: This is to be determined…by Tuesday(?)

C: We are talking about a shock to the development community regarding the timing of this and its possible implementation.
R: Pasco did a "phase in" of fees.

Q: Was there discussion about a plan-based fee vs. a consumption based fee?
A: There was. Almost no one in Florida is using a plan-based fee.

Q: Was there a comparison of plan-based fees vs. consumption-based?
A: Plan-based fees are generally much higher.

Q: For the convenience store category, we would like a break-down of all the variables (trip generation, trip length, etc.)
A: We can provide this.

Q: Can you show an across the board comparison with the City of Tampa?
A: We can provide this.

Q: What is the source for the percent new trips? They are lower than ITE.
A: They come from local studies.

TERM SHEET DISCUSSION

C: I don't understand the policy of having mobility fee offsets expire.
R: New credits won't expire.

Q: Why are credits not being indexed forward?
A: It's not a requirement to give credit at all. If we index, we won't be collecting any fees at all (at least for a long time)

C: There is a concern that the comprehensive plan amendments needed to eliminate concurrency in relation to the new mobility fee will not be done in a timely manner.
R: Reviewing the timing of one with the other will be brought up at the Board workshop.

C: Projects coming online won't know their viability until the vesting issue is resolved.
R: It's important to illustrate the phase in / adoption process…we will create a timeline.

C: Is there an understanding (in the community) that with a mobility fee, concurrency goes away and Level of Service is not the concern it once was?

PARKING LOT

Get the comparison for convenience store with gas pumps…email out to the group. (5-6ksf store, 10-12 pumps as an example)

Show the current fee schedule with potential mobility fees compared. Note changes in characteristics since the adoption of the old table, i.e. banks and convenience stores)

Show a comparison with the City of Tampa by land use.

Determine whether the expiration of old offsets can be greater than 10 years.

Quantify County CIP over time.

Why not index the impact fee credits to mobility fee rates?

What can impact fees be used for now?

When do we do the plan amendment to eliminate concurrency?

We need to make it clear to the BOCC that mobility fees will coincide with the elimination of transportation concurrency.

Create a timeline regarding the January 1 prop share deadline. Eliminate uncertainty in the transition from concurrency / impact fees to a mobility fee system.

Still need to discuss a severity test (in regards to large impacts where capacity improvements aren't being considered)

STAKEHOLDERS MEETING
NOV 23, 2015 6PM

Questions/Comments generally stratified by Term Sheet Topics

**Credits & Vesting**

Q: Please expand on how the term "approved as of today" is applied. Is it for rezonings?
A: It would apply to site plan approvals or when a proportionate share agreement or payment is made.

Q: Please explain proportionate share.
A: The traffic engineer doing the prop share analysis is allowed to assume the necessary traffic improvements to restore Level of Service (LOS) for roads with existing deficiencies. Then the prop share is calculated based on the additional improvements needed to restore LOS with project traffic.

Q: Are the Development Agreements that the Board of County Commissioners (BOCC) hears the same as proportionate share?
A: Not quite: Most prop share assessments are on the consent agenda. If the prop share is greater than $1M, it goes on the regular agenda.

Q: If a project has 1000 DU's, but only half are built now, you wouldn't pay the full amount? If you pay mobility fees later, is that double dipping?
A: The impact fees would be paid now, with the mobility fees paid on the other half of development (assuming the new fee is in effect). That's not considered double dipping.

Q: Clarify House Bill (HB) 7207 and its applicability.
A: Before HB 7207, you still paid impact fees (You still pay impact fees now). A mobility fee will replace this (including prop share)

Q: Waterset: how does this project fit in the picture?
A: With the new legislation and prop share provision, this resulted in a decrease in Waterset's requirements. It's a DRI and falls in a later section of the Term Sheet.

Q: Does a portion of the impact fee cover eth administration function? Will it be the same for the mobility fee?
A: The administrative cost can be included in the cost of the mobility fee. You can spend up to 2% to cover the cost of the administrative program by ordinance for the impact fee. We plan on replicating this for the mobility fee.

C: (In reference to the proposed Jan 1 cut off date for proportionate share agreements) When you get the contract, that's the plan you get.

C: The January 1 cut off date is fair.

Q: Can you "pay it forward" on their fee?
A: It is assessed, but not collected at the certificate of occupancy (C.O.)

Q: If the Jan 1 deadline is not feasible, what are the options?
A: We may use the application as the cut-off date. Other options are being considered.

Q: What are others doing?
A: Most others aren't applying prop share the same way.

C: I don't agree that an amendment to a Development Agreement doesn't subject a development to a mobility fee.
R: Any amendment that goes to the BOCC would not be the kind that excludes the mobility fee.

Q: Under the Term Sheet, d(i) DRIs: what is meant by "current"?
A: If you're out of compliance with the requirements of the DRI, then you are not current and subject to the mobility fee.

C: Need to be careful on how we define the above in the ordinance. It should be "waiverless"
R: We haven't been considering a waiver provision.

Q: If you indexed, would it (the credits) be double?
A: It's whatever the amount would be (it could be double)

Q: How far back to the credits go?
A: Since the inception of the impact fee (1987)

Q: Are credits transferable?
A: Yes, there's a market for them.

Q: How will registration work? How will you show proof?
A: The entity or his/her successor will need to show proof. We know the entities through the accounts.

Q: What will the registration deadline be?
A: We are thinking two years.

Q: How are offsets going to work by zone if we're going from 10 to 5?
A: This is to be determined.

C: I think the mobility fee offsets should be sunsetted at a reasonable time (10 years). Use it or lose it.
R: Let's consider the impact to larger, longer term (i.e. 15 years+) projects
RR: This consideration may be a reasonable provision.

C: I concur that there should be some sort of "sunsetting".

Q: I thought there had been some discussion about going all the way down to 3 zones.
A: It had, but a reasonable argument for 5 zones had been developed.

Q: If the developer only has to pay their portion once, when did this come to be?
A: 2011

Q: Did the BOCC respond to the proportionate share legislation?
A: There was a focus on job creation back then. Lobbyists don't get credit for what they stop.

Q: Where is Little Manatee?
A: Zone 6

C: Little Manatee may not be happy with their fees spent in 5.
R: A development like Little Manatee would have to pay the full infrastructure costs if it's built. (This would be well above the mobility fee). The BOCC has suspended any conversations about Urban Service Area expansion.

Q: If the zonal structure was redone, what would have to happen?
A: A technical re-analysis would be required and an amendment.

C: The quality of life has been reduced because we haven't properly invested in our infrastructure by letting the development community get by.

Q: Please send the technical PowerPoint that the 3PM group saw.
A: We will email this.

C: This is an 18 month endeavor squeezed into 6 weeks. Are we going to get a quality product? There's a need for due diligence.
R: We will continue to press on, but will see where the BOCC is on 12/9

PARKING LOT

Notes from last session were not accurate

Steve mentioned that when you look at the global picture, the best you can do is get 50-60% from developers. The County needs to work with the legislative delegation to change legislation.

Night after night of meetings isn't fair.

When we transfer from impact fee/concurrency to mobility fee, are we going to get hung up like Jacksonville? (18 month delay)

Replicate administrative funding in the mobility fee ordinance.

Clarify what the amendments to the Development Agreements mean in regards to increasing or decreasing of external transportation impact.

Waiver provisions regarding credits and vesting? It should not be waiverable. At some point identify which parts can be waived.

Clarify how moving from 10 to 6 (or 5) zones works regarding the use of offsets.

Q: Where does Go Hillsborough call for the widening of rural SR 672?
A: It shows as a 2 lane enhanced (not widened) in the 1 [percent sales tax scenario.

Cancel 11/24 session

Identify things that can change through a simple ordinance amendment and things that require a complete re-analysis.

Show timeline: project, effective, next phase, etc.

**From:** George Niemann [mailto:george_n@verizon.net]
**Sent:** Monday, November 30, 2015 3:17 PM
**To:** Patrick, John <PatrickJ@HillsboroughCounty.ORG>
**Cc:** tflott@earthlink.net; mwhite@lutzcitizencoalition.com; kent.bailey@florida.sierraclub.org; scalvert@tampabay.rr.com; vivbacca@aol.com; msudman@tampabay.rr.com; phylken@aol.com; patriciakemp.law@gmail.com; chipthomas7@gmail.com; paul.thibault@florida.sierraclub.org; Ranck, Richard <RanckR@hillsboroughcounty.org>; Lewis, Matthew <LewisM@hillsboroughcounty.org>; Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
**Subject:** RE: Nov 23rd Mobility Fee meetings

John,
I am including the comments (below) from my own meeting notes which I sent to you and Lucia following the last meeting. I don't think these were reflected accurately.

Comments I made:

Our present and past county commissions have never done anything to correct the deficit situation and make developers pay more for the impacts they've created. They never lobbied our legislature to amend the limitations of existing laws. They never lobbied the association of county governments to push for corrections to existing laws. They never approached our own legislative delegation to seek changes to the existing laws. A concerted effort should now be made by our commission to change these laws to allow the collection of higher fees and reduce the burden on the taxpayer.

The collection of lower fees in a rural zone based on a lesser need for road infrastructure will create problems if our commission continues to approve urban and suburban type growth in those rural zones. They must change their growth policies for this mobility fee plan to work, as proposed.

Comments that I believe were expressed by others:

In the case where an existing road has an acceptable LOS and a developer creates an impact by building causing the need to expand that road, we end up paying at least half the cost of the new expansion.
The current proportionate share system results in the public paying twice - the first time to build the road which needed no expansion and had an acceptable LOS, and then the second time when we had to pay at least half of the impacts created by the new development. As such, the current proportionate system is unfair to taxpayers and should be changed.

The records show that land developers have paid an average of only 12% of the cost of impacts. The public has not been served well because the burden of paying for growth has been put almost entirely on the existing taxpayer.

Granted, there was a reference made to some of the above, but not accurately and completely. For example, the comment was made that county records indicate that land developers have paid an average of only 12% of the impacts created. The notes show a vague comment saying that we haven't properly invested in our infrastructure.

In addition, I have the following comments about the rest of the notes recorded, as well as, questions about the clarity of some of the questions/answers shown in the notes:

Q: Please expand on how the term "approved as of today" is applied. Is it for rezonings?
A: It would apply to site plan approvals or when a proportionate share agreement or paym

If the mobility fee replaces prop share, how can you have future prop share agreements being made , as being referenced in the answer above?

Q: If the Jan 1 deadline is not feasible, what are the options?
A: We may use the application as the cut-off date. Other options are being considered.

I'm not sure I understand the underlined.

C: I think the mobility fee offsets should be sunsetted at a reasonable time (10 years). Us
R: Let's consider the impact to larger, longer term (i.e. 15 years+) projects
RR: This consideration may be a reasonable provision.

Who said 10 years was reasonable timeframe for sunsetting? There is a remark saying that 15+ years should be considered for larger projects (although I would wholeheartedly disagree with that), there is no remark about what timeframe should be used for smaller projects. I know I had suggested a timeframe of no more than 5 years.

Q: Did the BOCC respond to the proportionate share legislation?
A: There was a focus on job creation back then. Lobbyists don't get credit for what they s

This is a case of watering down and morphing the comments that were made. Besides which, no one ever asked the question shown above. A comment was made (by me) that the BOCC never made any effort to shape beforehand and/or amend any legislation as it related to making growth pay for itself. Somehow that got morphed into a question about prop share. In addition, focusing on job creation has absolutely nothing to do with prop share legislation, or any other growth mgt legislation, for that matter. Answers like that are write out of the land developers' play book. In addition, I don't understand the last sentence.

C: This is an 18 month endeavor squeezed into 6 weeks. Are we going to get a quality pro
a need for due diligence.
R: We will continue to press on, but will see where the BOCC is on 12/9

This remark doesn't address whether or not the staff believes they can produce a quality product in the condensed timeframe they've been given. The staff was asked if they thought they could deliver a quality product given these restraints. And the staff, being professionals in this field, are the ones to answer that question, not the politicians that comprise the BOCC.

I would appreciate it if the notes can be updated to reflect what I've submitted and clarifications provided, as requested.
Thanks,
George Niemann

**From:** Patrick, John [mailto:PatrickJ@HillsboroughCounty.ORG]
**Sent:** Monday, November 30, 2015 12:06 PM

**To:** George Niemann
**Cc:** tflott@earthlink.net; mwhite@lutzcitizencoalition.com; kent.bailey@florida.sierraclub.org; scalvert@tampabay.rr.com; vivbacca@aol.com; msudman@tampabay.rr.com; phylken@aol.com; patriciakemp.law@gmail.com; chipthomas7@gmail.com; paul.thibault@florida.sierraclub.org; Ranck, Richard; Lewis, Matthew; Williams, Michael
**Subject:** RE: Nov 23rd Mobility Fee meetings

George: Sorry about that. Now that you had a chance to review the comments could you please point out the discrepancies and we can make the changes to accurately reflect your comments.

As Mary K Peck mentioned at the meeting, please check the flip chart comments at the meeting. I will copy the note takers as well.

I appreciate your input.

Thanks,
John Patrick, AICP
Executive Planner
Transportation planning and Development
Public Works, Hillsborough County
P: 813.276.8428 / 813.276.8679

**From:** George Niemann [mailto:george_n@verizon.net]
**Sent:** Monday, November 30, 2015 11:51 AM
**To:** Patrick, John <PatrickJ@HillsboroughCounty.ORG>
**Cc:** tflott@earthlink.net; mwhite@lutzcitizencoalition.com; kent.bailey@florida.sierraclub.org; scalvert@tampabay.rr.com; vivbacca@aol.com; msudman@tampabay.rr.com; phylken@aol.com; patriciakemp.law@gmail.com; chipthomas7@gmail.com; paul.thibault@florida.sierraclub.org
**Subject:** RE: Nov 23rd Mobility Fee meetings

John,
I've reviewed the county's notes from our November 23rd meeting. I don't think some of the comments made in that last meeting are accurately and/or completely reflected in these notes. I sent you and Lucia a separate note last week expressing the feeling that all of the comments should be completely and accurately reflected in the notes which subsequently become part of the public record. In the note I sent, I highlighted a few comments made by myself and others, yet I still find the notes you've distributed to be inaccurate and/or incomplete.

If the things that are said are not recorded and reflected accurately in the public records that are produced, then it seriously diminishes the value of the meetings.
George Niemann

**From:** Patrick, John [mailto:PatrickJ@HillsboroughCounty.ORG]
**Sent:** Sunday, November 29, 2015 10:33 PM
**To:** Jpindigo@yahoo.com
**Subject:** Nov 23rd Mobility Fee meetings

Please find attached sign-in sheets, Flip chart notes, and the PowerPoint presentation from the November 23, 2015 Mobility Fee meetings.

If you have any questions please let us know.

Regards,
John Patrick
Executive Planner, Public Works
Hillsborough County
P: 813-276-8428

# SIGN-IN SHEET

| | |
|---|---|
| **Project:** MOBILITY FEE | **Meeting Date:** 12/1/15 3PM |
| **Facilitator:** ~~Mary K. Peck~~ LUCIA GARSYS | **Place/Room:** County Ctr 21W |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| Jennifer Deafel | EVP | TBBA | | jennifer@tbba.net |
| Tom Joski | | NAIOP | 813 374 4018 | tjoski@flapartners.com |
| Vin Marchetti | Stearns → | | 222-5700 | vmarchetti@stearnsweaver.com |
| Ed Turff | | | | |
| STEVE HENRY | | LINCKS & ASSOC | 813-289-0039 | SHENRY@LINCKS.COM |
| D Mechanik | | Mechanik Nuccio | ON FILE | |
| B Oliver | | Kittelson & Assoc | 813-748-9188 | woliver@kittelson.com |
| Ron WEAVER | | Stearns Weaver | 813 222 5002 | rweaver@stearnsweaver.com |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

# SIGN-IN SHEET

| | |
|---|---|
| **Project:** MOBILITY FEE | **Meeting Date:** 12/1/15 3PM |
| **Facilitator:** ~~Mary K. Peck~~ LUCIA GARSYS | **Place/Room:** County Ctr 21W |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| Rob Zellmer | Land Mgr | NVR Ryan Homes | 813 579-0299 | bzellmer@nvrinc.com |
| Anne Mize | | D.R. Horton | 8135491938 | aemize@drhorton.com |
| JOHN SNYDER | LAND DEVELOPER | D.R. HORTON | 813-549-1924 | JESNYDER@DRHORTON.COM |
| Isabelle Albert | | Genesis | | ialbert@genesisgroup.com |
| Mike Peterson | GTAR | | 645-0966 | MLPPA@aol.com |
| Bill Roberts | FGCAR | Berkshire Hathaway | 813 833 4398 | on file |
| Scott Shapiro | | Landmark Investment Services | 770 378 9695 | SCOTTELMINV.COM |
| Ronnie Heath | | Highway 301, LLC | 863-412-5300 | Rheath@Cassidyhomes.com |
| DAVID VERARDO | | | | DAVID@EQUITY REALTY GROUP LLC.COM |
| Randy Cole | | | | |
| Kami Corbett | | Foley | | Kcorbett@fdy.com |
| Jake Cremer | | Stewart Weaver | | jcremer@stewartweaver.com |
| Steve Gibbons | Pres. | Gibbons | 813-340-1915 | steve@gibbons-group.com |

# SIGN-IN SHEET

| | |
|---|---|
| **Project:**<br>**MOBILITY FEE** | **Meeting**<br>**Date:12/1/15 6PM** |
| **Facilitator:**<br>**Mary K. Peck** | **Place/Room:**<br>**County Ctr 21W** |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| GEORGE NIEMANN | MR. | | 813-662-7100 | GEORGE_N@VERIZON.NET |
| Vivian Bacca | | | 813-643-4491 | vivbacca@aol.com |
| PAUL THIBAULT | | | 813-777-7198 | paul.thibault@floridasierraclub.org |
| Kent Bailey | | Sierra | 813 926 7819 | Kent.Bailey@Florida.Sierraclub.org |
| Joe Odda | Mr | Westchase | 813-391-5706 | joeodda@hotmail.com |
| Pat Kemp | | | | patricia.kemp.law@gmail. |
| KATE CONNOLLY | | | | KAITLINCONNOLLY@GMAIL.COM |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

# Hillsborough County

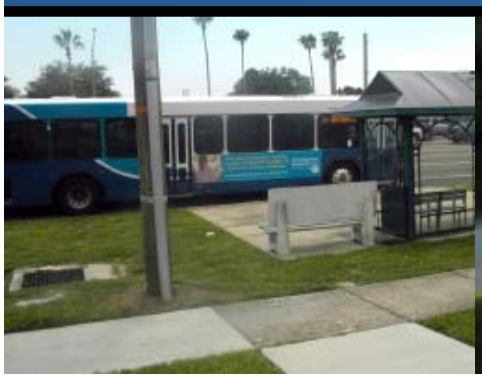
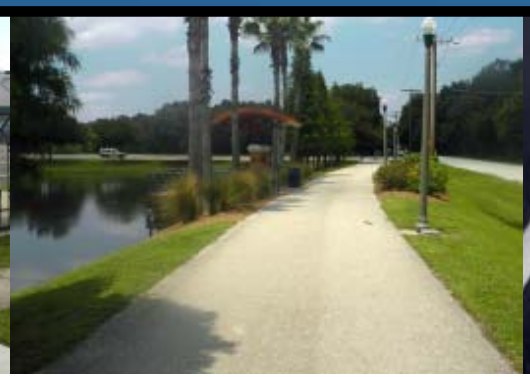
## Mobility Fee Study

## Focus Group Presentations

December 1st

Prepared by:

Tindale Oliver

# DRAFT Mobility Fee Rates

Unit Cost per Lane Mile = **$4.96 million**

PMC per Lane Mile (Urban) = **12,350**

Interstate/Toll Facility Discount = **36.6%**

Persons per Vehicle = **1.30**

## Mobility Fee Input Variables (Urban Area, No Sales Tax)

| Land Use | Unit | Net PMT | Total Impact Cost | Revenue Credit | Net Mobility Fee |
|---|---|---|---|---|---|
| Single Family (2k sf) | Du | **21.31** | $8,561 | $2,229 | **$6,332** |
| Light Industrial | 1,000 sf | **13.61** | $5,468 | $1,456 | **$4,102** |
| Office (<50k sf tier) | 1,000 sf | **30.26** | $12,160 | $3,243 | **$8,917** |
| Retail (50-200k sf tier) | 1,000 sf | **35.31** | $14,185 | $4,164 | **$10,021** |
| Convenience w/Gas | 1,000 sf | **135.06** | $54,263 | $17,540 | **$36,723** |
| Bank w/Drive-In | 1,000 sf | **74.31** | $29,855 | $8,715 | **$21,140** |
| Fast Food (Drive-Thru) | 1,000 sf | **250.38** | $100,599 | $30,382 | **$70,217** |

# DRAFT Mobility Fee Rates

| Land Use* | Unit | Hillsborough (Existing) | No Sales Tax | | With Sales Tax | |
|---|---|---|---|---|---|---|
| | | | Urban | Rural | Urban | Rural |
| Study Year | - | **1985** | 2015 | 2015 | 2015 | 2015 |
| V/C Ratio | - | **n/a** | 1.00 | 0.75 - 0.875 | 1.00 | 0.75 - 0.875 |
| | | | | | | |
| Single Family (2k sf) | Du | **$770-$1,950** | **$6,332** | **$9,185** | **$4,858** | **$7,711** |
| Light Industrial | 1,000 sf | **$519-$1,315** | $4,012 | $5,835 | $3,054 | $4,877 |
| Office (<50k sf tier) | 1,000 sf | **$1,161-$3,728** | $8,917 | $12,970 | $6,799 | $10,852 |
| Retail (50-200k sf tier) | 1,000 sf | **$1,367-$3,461** | $10,021 | $12,048 | $7,294 | $9,321 |
| Convenience w/Gas | 1,000 sf | **$3,258-$8,249** | $36,723 | $44,475 | $25,245 | $32,997 |
| Bank w/Drive-In | 1,000 sf | **$6,813-$17,248** | $21,140 | $25,404 | $15,429 | $19,693 |
| Fast Food (Drive-Thru) | 1,000 sf | **$4,036-$10,217** | $70,217 | $84,589 | $50,319 | $64,691 |

THOUGHTS!

COMMENTS!

QUESTIONS?

## DRAFT - FOR DISCUSSION PURPOSES ONLY

**Transportation Impact/Mobility Fee Schedule Comparison**

| ITE Code | Land Use | Unit | TGR | TL | PNT | Net VMT | Urban | Rural | Urban Sales Tax | Rural Sales Tax |
|---|---|---|---|---|---|---|---|---|---|---|
| | ***Input Comparison:*** | | | | | | | | | |
| | I/T Discount Factor | - | - | - | - | - | 36.6% | 36.6% | 36.6% | 36.6% |
| | Cost per Lane Mile | - | - | - | - | - | $4,962,000 | $4,962,000 | $4,962,000 | $4,962,000 |
| | PMC per Lane Mile (Res./Office/Industrial) | - | - | - | - | - | 12,350 | 9,263 | 12,350 | 9,263 |
| | PMC per Lane Mile (Non-Residential) | - | - | - | - | - | 12,350 | 10,806 | 12,350 | 10,806 |
| | Cost per PMC | - | - | - | - | - | $401.78 | $535.71 | $401.78 | $535.71 |
| | County Credit | - | - | - | - | - | 0.056 | 0.056 | 0.056 | 0.056 |
| | County Debt Service | - | - | - | - | - | 0.045 | 0.045 | 0.045 | 0.045 |
| | Sales Tax Credit | - | - | - | - | - | - | - | 0.144 | 0.144 |
| | State Credit | - | - | - | - | - | 0.119 | 0.119 | 0.119 | 0.119 |
| | ***Residential:*** | | | | | | | | | |
| 210 | Single Family (Detached) - Very Low Inc. | du | 2.62 | 6.62 | 100% | 5.50 | $2,117 | $3,074 | $1,638 | $2,595 |
| 210 | Single Family (Detached) - Low Inc. | du | 3.96 | 6.62 | 100% | 8.31 | $3,199 | $4,645 | $2,462 | $3,908 |
| 210 | Single Family (Detached) - Less than 1,500 sf | du | 6.11 | 6.62 | 100% | 12.82 | $4,947 | $7,180 | $3,804 | $6,037 |
| 210 | **Single Family (Detached) - 1,501 to 2,499 sf** | **du** | **7.81** | **6.62** | **100%** | **16.39** | **$6,332** | **$9,185** | **$4,858** | **$7,711** |
| 210 | Single Family (Detached) - 2,500 sf+ | du | 8.76 | 6.62 | 100% | 18.38 | $7,096 | $10,296 | $5,457 | $8,657 |
| 220 | Multi-Family (Apartment); 1-2 Stories | du | 6.60 | 5.10 | 100% | 10.67 | $4,081 | $5,939 | $3,123 | $4,981 |
| 222/223 | Multi-Family (Apartment); 3+ Stories | du | 4.14 | 5.10 | 100% | 6.69 | $2,556 | $3,721 | $1,948 | $3,113 |
| 230 | Residential Condominium/Townhouse | du | 5.76 | 5.10 | 100% | 9.31 | $3,574 | $5,195 | $2,727 | $4,348 |
| 232 | High-Rise Condominium; 3+ Stories | du | 4.18 | 5.10 | 100% | 6.76 | $2,590 | $3,766 | $1,964 | $3,140 |
| 240 | Mobile Home Park | du | 4.17 | 4.60 | 100% | 6.08 | $2,328 | $3,387 | $1,757 | $2,816 |
| 253 | Congregate Care Facility | du | 2.25 | 3.08 | 72% | 1.58 | $586 | $862 | $439 | $715 |
| | ***LODGING:*** | | | | | | | | | |
| 310 | Hotel | room | 6.36 | 6.26 | 66% | 8.33 | $3,209 | $3,830 | $2,472 | $3,093 |
| 311 | Hotel; All Suites | room | 4.90 | 6.26 | 66% | 6.42 | $2,468 | $2,947 | $1,896 | $2,375 |
| 320 | Motel | room | 5.63 | 4.34 | 77% | 5.96 | $2,267 | $2,712 | $1,715 | $2,160 |
| | ***RECREATION:*** | | | | | | | | | |
| 412 | General Recreation/County Park | acre | 2.28 | 5.11 | 90% | 3.32 | $1,275 | $1,523 | $962 | $1,210 |
| 416 | RV Park | site | 1.62 | 4.60 | 100% | 2.36 | $902 | $1,078 | $681 | $857 |
| 420 | Marina | boat berth | 2.96 | 6.62 | 90% | 5.59 | $2,165 | $2,582 | $1,667 | $2,084 |
| 430 | Golf Course | hole | 35.74 | 6.62 | 90% | 67.50 | $26,045 | $31,082 | $20,020 | $25,057 |
| 444 | Movie Theater | screen | 106.63 | 2.22 | 88% | 66.04 | $24,229 | $29,156 | $17,522 | $22,449 |
| 492 | Health Club | 1,000 sf | 32.93 | 5.15 | 94% | 50.53 | $19,357 | $23,128 | $14,769 | $18,540 |
| | ***INSTITUTIONS:*** | | | | | | | | | |
| 520 | Elementary School (Private) | student | 1.29 | 4.30 | 80% | 1.41 | $532 | $637 | $403 | $508 |
| 522 | Middle School (Private) | student | 1.62 | 4.30 | 90% | 1.99 | $762 | $910 | $577 | $725 |
| 530 | High School (Private) | student | 1.71 | 4.30 | 90% | 2.10 | $801 | $957 | $599 | $755 |
| 540 | University/Junior College (7,500 or fewer students) (Private) | student | 2.00 | 6.62 | 90% | 3.78 | $1,457 | $1,739 | $1,125 | $1,407 |
| 550 | University/Junior College (more than 7,500 students) (Private) | student | 1.50 | 6.62 | 90% | 2.83 | $1,093 | $1,304 | $835 | $1,046 |
| 560 | Church | 1,000 sf | 9.11 | 3.90 | 90% | 10.14 | $3,838 | $4,595 | $2,899 | $3,656 |
| 565 | Day Care Center | 1,000 sf | 71.88 | 2.03 | 73% | 33.77 | $12,294 | $14,813 | $8,812 | $11,331 |
| 610 | Hospital | 1,000 sf | 13.22 | 6.62 | 77% | 21.36 | $8,247 | $9,841 | $6,331 | $7,925 |
| 620 | Nursing Home | bed | 2.76 | 2.59 | 89% | 2.02 | $740 | $891 | $556 | $707 |
| 630 | Clinic | 1,000 sf | 33.22 | 5.10 | 93% | 49.95 | $19,124 | $22,851 | $14,573 | $18,300 |
| | ***OFFICE:*** | | | | | | | | | |
| 710 | General Office 50,000 sq ft or less | 1,000 sf | 15.50 | 5.15 | 92% | 23.28 | $8,917 | $12,970 | $6,799 | $10,852 |
| 710 | General Office 50,001-100,000 sq ft | 1,000 sf | 13.13 | 5.15 | 92% | 19.72 | $7,555 | $10,989 | $5,768 | $9,202 |
| 710 | General Office 100,001-200,000 sq ft | 1,000 sf | 11.12 | 5.15 | 92% | 16.70 | $6,403 | $9,310 | $4,873 | $7,780 |
| 710 | General Office 200,001-400,000 sq ft | 1,000 sf | 9.41 | 5.15 | 92% | 14.13 | $5,411 | $7,872 | $4,121 | $6,582 |
| 710 | General Office greater that 400,000 sq ft | 1,000 sf | 8.54 | 5.15 | 92% | 12.83 | $4,913 | $7,146 | $3,752 | $5,985 |
| 715 | Single Tenant Office Building | 1,000 sf | 11.65 | 5.15 | 92% | 17.50 | $6,707 | $9,754 | $5,104 | $8,151 |
| 720 | Medical Office 10,000 sq ft or less | 1,000 sf | 23.83 | 5.55 | 89% | 37.31 | $14,330 | $20,827 | $10,959 | $17,456 |
| 720 | Medical Office greater than 10,000 sq ft | 1,000 sf | 34.72 | 5.55 | 89% | 54.37 | $20,879 | $30,344 | $15,960 | $25,425 |
| | ***RETAIL:*** | | | | | | | | | |
| 813 | Discount Superstore | 1,000 sf | 50.82 | 2.40 | 67% | 25.90 | $9,569 | $11,502 | $6,971 | $8,904 |
| 815 | Discount Store; Free-Standing | 1,000 sf | 57.24 | 2.40 | 67% | 29.18 | $10,763 | $12,940 | $7,833 | $10,010 |
| | Shopping Center 50,000 sq ft or less | 1,000 sfgla | 86.56 | 1.87 | 56% | 28.73 | $10,384 | $12,528 | $7,363 | $9,507 |
| 820 | Shopping Center 50,001-200,000 sq ft | 1,000 sfgla | 53.28 | 2.40 | 67% | 27.16 | $10,021 | $12,048 | $7,294 | $9,321 |
| | Shopping Center 200,001-400,000 sq ft | 1,000 sfgla | 41.80 | 2.64 | 73% | 25.54 | $9,487 | $11,393 | $6,963 | $8,869 |
| | Shopping Center greater than 400,000 sq ft | 1,000 sfgla | 36.27 | 2.87 | 76% | 25.08 | $9,359 | $11,230 | $6,927 | $8,798 |
| 841 | New/Used Auto Sales | 1,000 sf | 28.25 | 4.60 | 79% | 32.54 | $12,429 | $14,857 | $9,426 | $11,854 |
| 853 | Convenience Market w/Gasoline | 1,000 sf | 775.14 | 1.51 | 28% | 103.89 | $36,723 | $44,475 | $25,245 | $32,997 |
| 857 | Discount Club | 1,000 sf | 41.80 | 2.40 | 67% | 21.31 | $7,868 | $9,458 | $5,731 | $7,321 |
| 862 | Home Improvement Superstore | 1,000 sf | 30.74 | 2.40 | 67% | 15.67 | $5,789 | $6,959 | $4,204 | $5,374 |
| 863 | Electronics Superstore | 1,000 sf | 45.04 | 1.87 | 56% | 14.95 | $5,414 | $6,530 | $3,829 | $4,945 |
| 880/881 | Pharmacy/Drug Store with & without Drive-Thru | 1,000 sf | 95.96 | 2.08 | 32% | 20.25 | $7,388 | $8,899 | $5,306 | $6,817 |
| 890 | Furniture Store | 1,000 sf | 5.06 | 6.09 | 54% | 5.27 | $2,036 | $2,430 | $1,557 | $1,951 |
| 912 | Bank/Savings Drive-In | 1,000 sf | 159.34 | 2.46 | 46% | 57.16 | $21,140 | $25,404 | $15,429 | $19,693 |
| 931 | Quality Restaurant | 1,000 sf | 91.10 | 3.14 | 77% | 69.82 | $26,208 | $31,418 | $19,483 | $24,693 |
| 932 | High-Turn Over Restaurant | 1,000 sf | 116.60 | 3.17 | 71% | 83.19 | $31,237 | $37,444 | $23,240 | $29,447 |
| 934 | Fast Food Restaurant w/Drive-Thru | 1,000 sf | 511.00 | 2.05 | 58% | 192.60 | $70,217 | $84,589 | $50,319 | $64,691 |
| 942 | Automobile Care Center | 1,000 sf | 31.43 | 3.62 | 72% | 25.97 | $9,824 | $11,761 | $7,355 | $9,292 |
| 944/946 | Gas/Service Station with & without Car Wash | fuel pos. | 157.33 | 1.90 | 23% | 21.79 | $7,883 | $9,509 | $5,599 | $7,225 |
| 947 | Self-Service Car Wash | service bay | 43.94 | 2.18 | 68% | 20.65 | $7,561 | $9,102 | $5,460 | $7,001 |
| | ***INDUSTRIAL:*** | | | | | | | | | |
| 110 | General Light Industrial | 1,000 sf | 6.97 | 5.15 | 92% | 10.47 | $4,012 | $5,835 | $3,054 | $4,877 |
| 120 | General Heavy Industrial | 1,000 sf | 1.50 | 5.15 | 92% | 2.25 | $864 | $1,256 | $661 | $1,053 |
| 140 | Manufacturing | 1,000 sf | 3.82 | 5.15 | 92% | 5.74 | $2,205 | $3,204 | $1,670 | $2,669 |
| 150 | Warehousing | 1,000 sf | 3.56 | 5.15 | 92% | 5.35 | $2,056 | $2,987 | $1,559 | $2,490 |
| 151 | Mini-Warehouse | 1,000 sf | 2.15 | 3.10 | 92% | 1.94 | $720 | $1,059 | $536 | $875 |
| 152 | High-Cube Warehouse | 1,000 sf | 1.68 | 5.15 | 92% | 2.52 | $968 | $1,407 | $728 | $1,167 |

# DRAFT Mobility Fee Rates

## Example Development: **URBAN**

| | Mobility Fee Rate per Unit | | | Total Mobility Fee Assessment | |
|---|---|---|---|---|---|
| **Land Use** | **Unit** | **Hillsborough (Urban)*** | | **Size** | **Hillsborough Amount** |
| Multi-Family (1-2 stories) | Du | $4,081 | | 200 units | **$816,200** |
| Multi-Family (3+ stories) | Du | $2,556 | | 300 units | **$766,800** |
| Multi-Family (3+ stories) | Du | $2,556 | | 400 units | **$1,022,400** |
| Convenience w/Gas | 1,000 sf | $36,723 | | 3,000 sf | **$110,169** |
| Convenience w/Gas | 1,000 sf | $36,723 | | 4,000 sf | **$146,892** |
| Convenience w/Gas | 1,000 sf | $36,723 | | 5,500 sf | **$201,977** |

*Calculated **DRAFT** mobility fee rates, no sales tax

STAKEHOLDERS MEETING
DEC 1, 2015 3PM

C: DRI is an issue with regard to transition timing. Some property may have been purchased and analysis underway using the old system.

Q: If no other revenue source, how do developers know where and when improvements going to be made?

Q: Can there be buy downs/discounts for affordable housing?

Q: Can we walk through the sequence of events, will there be a comprehensive plan amendment.
A: Yes, we will have to amend our comprehensive plan. This will be sequences with the Mobility Fee ordinance and approval timeframe, when decided by BOCC.

C: Commissioners need to understand that there will be a comprehensive plan amendment

Q: What becomes of traffic analyses without concurrency?
A: It becomes a timing/phasing of transportation infrastructure at a planning level. County will have to address health, safety, and welfare aspects of development regardless.

C: Fear is that timing/phasing becomes a slippery slope.

C: The scope of access analyses needs to be addressed (example: 10,000 subdivision on a 2 lane road).

C: Technical issues regarding eliminating concurrency (i.e. timing/phasing) quickly becomes policy issues.

Q: How is it being done in Pasco?
A Before: TIS analysis; large list of intersections for even small projects
Now: Timing and phasing: only required with rezoning
What's the timing of improvements based upon phasing? If you trigger improvements not On the plan, they may be required of the developer

C: It would be easier if we thought there would be a tax in place to help the County keep pace, but we could be stuck with both timing/phasing and a higher fee

C: There are other revenue sources not being put on the table (Commissioner Murman's suggestions, for example). Also, gas tax and look towards Pasco TIF

R: Looking independently at mobility fees hard; must look at all revenue sources
Q: Shouldn't we look at them in this group?

C: Mobility fee without other revenue sources would be the highest in the region.

C: Pasco has more predictability (than before) and fairness is felt because they exhausted other revenue sources.

C: Pasco presentation outlined history of development contributions to infrastructure

C: We need to think about whether or not indexing is equitable, changes the third party market if removed.

Q: What happens to remaining Impact Fee credits?
A: Credits can be used to pay Mobility Fees. We are working on how to make the zone transition process and keep flexibility.

Q: Is there going to be a dollar for dollar trade-off for credits?
A: Depends on indexing

Q: Can I get credit for off-site improvements?
A: Yes, it depends on if the off-site improvement is eligible.

Q: What is the revenue credit?
A: The amount of capital revenue (for road capacity building) generated over the life of the Mobility Plan.

Q: What if a fast food restaurant is internal to a land use?
A: This is a policy discussion. Internal capture will be considered.

Q: Where does the cost come from?
A: Refer to the graphic from the first meeting (cost for construction of lane miles / person trips)

C: Go Hillsborough indicated that roads cost $14.4M/mile; we are using $4.96M per mile. We should use the right number.
A: The methodology incorporated historical cost, not just projected cost.

Q: When is the transition to the new system? What are the transition provisions?

C: It should be based on when the application is filed.

Q: How do we underwrite deals for recently filed construction plans? (Hypothetical)

C: Need predictability for financing.

C: Uncertainty about the fee can hold up financing

Q: When are the fee numbers going to be certain?
A: We are going through a draft process; revising the fee schedule with each decision

Q: Which project and phases are in and which are out?

Q: Will there be a comp plan process with this?
A: Yes. We will need to address concurrency in the plan.

C: When grandfathering happens is important

Q: Can you re-extend a vested rights order? If we don't have concurrency, what does vesting do for you?
A: We will look at it

Q: What becomes of the Jan 1 proportionate share cutoff date?
A: There is now no workshop with the board on Dec 9, so the cut-off date is unlikely to happen right away.

PARKING LOT

Still consider issues regarding DRI's

How expenditures are handled is still a concern

Q: Affordable Housing is still being considered?
A: We are cognizant of this.

Transportation costs that are associated with the fee: this will be a public relations issue. Looking for consistency with what has been seen before.

Include anticipated Comprehensive Plan amendment to eliminate concurrency in term sheet

Next steps are to be determined

Timing and phasing piece is to be determined (associated with possible elimination of traffic studies due to elimination of concurrency)

Consider other revenue sources other than just mobility fee and sales tax

Indexing still to be determined

Where can credits be used under the new zonal structure is to be determined.

The policy issue regarding the handling of land uses that are part of larger developments (i.e. a fast food restaurant that is an outparcel to a shopping center) is to be determined

Post past power point presentations online (include the term sheet)

Revisions/updates to the draft fee schedule to be determined.

Cross check issues/discrepancies between the term sheet and previous discussions.

Determine when a project is "grandfathered" in

Determine timing with vested projects

STAKEHOLDERS MEETING
DEC 1, 2015 6PM

Q: How is the MPO plan used?
A: Eligible projects are a subset of the MPO plan

Q: How do incentives tie into transit oriented development?
A: More compact development with greater trip capture (a mixed use development)

Q: Why must we spend funds in 6 years?
A: Case law. This has been the standard for over 30 years.

Q: Can we use a period other than 6 years? Is there a benefit to doing that?

C: If we can have a 10 year payment period, why not have a 10 year spending period?

Q: How many times have we returned impact fee money because the 6 year period expired?
A: Zero

C: Regarding spending across zones, there is a concern about not spending where it is collected.

C: Fatal crashes occur in rural areas; could safety improvements be made?
A: Capacity is underlying the fee; will look at it

Q: I thought that fees collected in the zone remain in the zone. What's the point of zones if they move around?
A: As an example, traffic in zones 4 and 6 move from rural to urban, so that is likely justification for moving fees into the urban zones

C: It all goes back to the guiding principles. There is a concern that they won't be followed.

C: We need criteria to justify spending money from one zone to another.

C: A professional engineer is someone who can be bought for an opinion. The process to spend money from one zone to another should have the opportunity for public hearing.

Q: I don't recall Hillsborough County ever doing an analysis to spend across districts.
A: US 301 improvement spanned 3 zones

Q: Where would we put the process of moving money between zones?
A: In the ordinance

Q: If money raised in zone 6 is spent in zone 5, is there pressure in zone 5 to widen roads (i.e. SR 674)?
A: No more than there is now. Projects must be on the transportation plan to be eligible. Widening 674 is not on the plan.

Q: Where is the 2% administration provision located?
A: In the impact fee ordinance.

C/Q: There is a concern that the money for administration doesn't contribute to expanding capacity. IS there a way to collect enough so that it doesn't?
A: Yes, with proper proof and a separate calculation of administrative costs.

Q: Is it worth it to factor in administrative costs?
A: In practical experience, only 2 or 3 clients have collected admin fees this way.

Q: Are we indexing fees themselves?
A: Several areas do it

Q: Will this exercise update all fees? What do we do to update other fees?
C: Can we recommend reviewing all fees to the board?
Q: Are the fees cost recovery?
A: That fee is related to the building fund

Q: What is the lane mile cost?
A: $4.9 million

Q: What is the percentage of lost recovery?
A: Numbers shown are 100%

Q: Is the VMT projection based on FSUTMS?
A: No, it's based on site level data

Q: When calculating fees, did you use averages or was it location based?
A: We used averages

Q: Can we use a different method by zone?
Q: We used a different methodology between the urban and rural areas.

Q: When incentives are applied, do we use alternative sources of revenue?
A: Yes

C: If we have a $8-16B deficit, how can we only get $750 million over 30 years of development?
A: A one-to-one population to road system growth rate doesn't happen in practice, so we have a fee that charges for consumption.

C: Our numbers are consistent with Osceola, Orange, Alachua. Being billions of dollars behind for something that generates 25-30 million per year doesn't make sense.

C: We want true accountability. Just because something is a political nightmare doesn't mean we shouldn't recommend higher fees.

A: The courts have ruled that you can't charge a fee to make up for a prior disinvestment.

Q: What should we charge to add nothing to existing deficit?
A: We will go over the formula at the next session.
Q: MacDill and Central Command commuters live in Brandon and Riverview. Is that accounted for?

A: Yes: we considered averages, and a large number of commuters don't travel that far.

C: Ferry study shows that a huge number of people commute to MacDill from far.
A: We measure travel on the surface road.

C The mobility fee model is predictive, but the real cost must exceed $25-30M per year

C: The mobility fee doesn't cover maintenance, which is a big part of the deficit.

Q: What is the road maintenance deficit?
A: $750M over 30 years, including the Cities and deferred maintenance

Q: What is the $8B figure?
A: Maintenance, capacity, ATMS, HART, streetcar, BRT (includes the cities)

C: Regarding vesting: consider legally enforceable contracts as vested. All others would not be.

C: Consider a guiding principles report card.

C: The quality of life suffered because we never collected the proper fees.

Q: Do you know how much we would have collected if fees had kept pace?
A: For many years, developers built stuff. The 2011 legislation and resulting proportionate share has caused us to lose ground in relation to developer improvements.

PARKING LOT

Review the 6 year time frame for use of funds(?)

Consider public hearing process if the fee collected in one zone is proposed to be spent in another.

Consider factoring the fee up to cover the administration fees associated with processing the fee mobility fee

Consider indexing the fee every few years (inflation factor)

Consider other fees which haven't been raised in a long time.

Consider reviewing the formula used to develop the fee at the next workshop

Next meeting: draft of what we're proposing

Consider a report card on the guiding principles (develop performance measures)

A website with all the background information will be provided.

## SIGN-IN SHEET

| Project: MOBILITY FEE | Meeting Date:1/12/16 3PM |
|---|---|
| | Place/Room: County Ctr 24W |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| JDoerfel | EVP | TBBA | | |
| Mike Peterson | GA Consd | GTAR | On File | On File |
| DAVE FORD | | HAMILTON ENG/SUR | 813 245-4586 | davef@hamiltonengineering.us |
| CHRISTOPHER HATTON | SR V-P | KIMLEY-HORN | 813-620-1460 | christopher.hatton@kimley-horn.com |
| Ron Weaver | Sr Partner | Stearns Weaver | 813 222 5002 | rweaver@stearnsweaver.com |
| DAVID Mechanik | Attorney | Mechanik Nuccio | 276-1920 | dmm@floridalandlaw.com |
| Isabelle Albert | Planner | Genesis | [illegible] | ialbert@genesisgroup.com |
| Ryan Sampson | Principal | Esherbrough Land | 813 287-8187 | Ryan@TheDirtDog.com |
| Jason Starling | Citizen | | 8136641100 | jstarling@squareteelsig.com |
| STEVE HENRY | ENGINEER | LINCKS & ASSOC. | 813-289-0039 | SHENRY@LINCKS.com. |
| Todd Josko | | NAIOP | 813 374 4618 | tjosko@ballard.co |
| ANDREW EILAND | PROJ. MANAGER | STANTEC | 813 283 9500 | ANDREW.EILAND@STANTEC.com |
| Willy Nunn | Pres | Homes by West Bay | 813-503-0810 | wnunn@westbaytampa.com |

## SIGN-IN SHEET

| | |
|---|---|
| **Project:**<br>**MOBILITY FEE** | **Meeting**<br>**Date:1/12/16 3PM** |
| | **Place/Room:**<br>**County Ctr 24W** |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| Penny Fletcher | reporter | freelance | 813-285-3530 | Penny@PennyFletcher.com |
| Edward Giunta | Director Real Estate Circle K | Circle K | 813-910-5307 | EGiunta@Circlek.com |
| Clayton Brickenkamp | | GTSMM | (813) 229-7700 | CLAYTONB@GDMM.COM |
| Gordon Schiff | | Gordon J Schiff PA | 813 515 7979 | gjs@schiffpa.com |
| Keith Bennett | | Retail Site LLC | 813-713-7600 | Keith.Bennett@retailsite.net |
| Kami Corbett | | Foley & Lardner | 813 225 4102 | kcorbett@foley.com |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

STAKEHOLDERS MEETING
JAN 12, 2016 3PM

C: Locking fees into the building permit stage is too late. The County controls when that is granted.

C: There is a way to specifically define what constitutes a reasonable plan submittal

C: Need to define active projects (who are "locked" into their pro forma)

Q: What to do re: prop share agreements and development agreements that have not yet landed?
A: Pay the prop share $ from the current ordinance, then pay the difference
Similar issue for DA's
The County is considering how to handle this

C: working through
Competiveness with Pasco
Credit buybacks and their legality
(Sarbanes – Oxley)

Re extraordinary impacts
Q: Will there be performance based standards?

C: If you are going to reimburse developments for physical impacts above mobility fee exposure, then why put them through that in the first place?
A: Mobility fees can't address the issues of welfare and safety

C: Don't you already require site access improvements?

C: Seems like this is trying to address concurrency via another method

Q: How are the suite of improvements being identified?
A: The County will rely on the Community Transportation Plan (CTP) to prioritize

Q: What if the project isn't on the CTP?

Q: Also, how can these be accomplished if the County is unable to raise additional non-developer revenues?

Q: Wouldn't any project causing an extraordinary impact require a comprehensive plan amendment?

C: Afraid that the county and developers will have different definitions of extraordinary impact.

C: Fear backsliding into a concurrency-type review.

C: Couldn't the development agreement process be used to address projects with extraordinary impacts?

C: The DA process adds too much time (potentially)

C: Extraordinary impacts need to be specifically defined and it be a transparent process.

Q/C: Need to define situations where you don't need a rezoning

Q: Is there a difference for an extraordinary impact for Greenfields vs. Redevelopment?

C: County's failure to historically fund improvements shouldn't shift the burden onto developers on "rezoning day".

C: Uncomfortable with Go Hillsborough list being used (given how it was created) as a way of prioritizing project needs arising from incremental development.
A: Projects which go into the CIP (the 6 year and 10 year plans) are what the County will focus on.

C: Developers can't wait around to see if their project will end up on the CIP.

C: Would like to see the concurrency issue further explored: before meeting with the BoCC.

**Parking Lot**

Competitive Fees
- Reviewing

Transitioning Fees
- Under consideration
- Phasing of the fees?
- Where in the process can you lock in the fees TBD

Jan 21 BoCC authorization to prepare:
- Mobility fee ordinance
- Land Development Code (LDC) Changes
- Comprehensive Plan update

Extraordinary Impacts
- TBD, need to define what it is

BoCC workshop 2/4
- Intent is it will be an educational session

## SIGN-IN SHEET

| Project: MOBILITY FEE | Meeting Date:1/12/16 6PM |
|---|---|
| | Place/Room: County Ctr 24W |

| Name | Title | Company | Phone | E-Mail |
|---|---|---|---|---|
| PAUL THIBAULT | Sierra Club | | 813-777-7198 | paul.thibault@florida.~~sierra~~ sierraclub.org |
| Henry Smith | county resident | | 813-476-0523 | henrylegal@aol.com |
| ED BARNES | SCC CA | | 813-633-3229 | EBARNESSCC@AOL.COM |
| Penny Fletcher | Reporter | Freelancer | 813-285-3520 | Penny@pennyfletcher.com |
| GEORGE NIEMANN | MR. | | 813-662-7100 | GEORGE_N@VERIZON.NET |
| Joe Odda | | Westchase | 813-391-5706 | joeodda@hotmail.com. |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

STAKEHOLDERS MEETING
JAN 12, 2016 6PM

Q: Can we not collect any mobility fees until the offsets are utilized?
A: Obligation is to the impact fee holder. Holder can use or sell. Some developers will pay in cash. Tindale-Oliver (TOA) has estimated $10M per year in new mobility fee collections for the first 10 years, given outstanding offsets (used average growth rates)
$30-35M per year on average to 2040

Q: What is the rationale?
A: We either pay by purchasing the credits or seeing reduced collections. How can we "clear the books" faster is the goal

C: Consider transitioning from impact fee to the new mobility fee immediately (unless legally required otherwise)

C: Consider transitioning to the higher fee over a number of years (e.g. 5)

C: If they've only been paying 12-16% of their fair share, then why provide any transition?

Q: Will the mobility fee program further our pursuit of innovation/innovative businesses?
A: We will be targeting high wage job creation which is typically a characteristic of innovative businesses

Q: Urban service area (USA) expansion?
A: We will start to look at whether or not it is needed in 2017 as part of the Comp Plan update from 2025 to 2040. It may be needed to accommodate additional population through 2040.

C: Concerns about setting higher fees outside the USA and then possibly moving the line as soon as 2017.

C: Mobility fees can play a part in directing growth but they aren't the only tool available to do so.

Q: Don't developers pass the fee increases to the end buyer?
A: Data shows not completely.

**Parking Lot**

Impact fee offsets
    How/if they are bought back is to be determined

Transitioning of fee structure
    Phasing in of the fee is being considered
    At what point are old fees "locked in" for a development? TBD

"Buy Down" of fees
    Hillsborough's approach to be much more targeted than Pasco

Mobility fee/land use connection

Redevelopment

- Opportunities and defining benefits TBD

Next workshop (W 1/20)

- Will do a rundown of how we got here.
- Looking to provide an outline of the 2/4 BoCC workshop presentation

Jan 21 BoCC meeting will authorize staff to:

- Work on the mobility fee ordinance
- Work on the impact fee ordinance update
- Work on the Land Development Code (LDC) update related to the mobility fee
- Work on the Comp Plan Amendment update

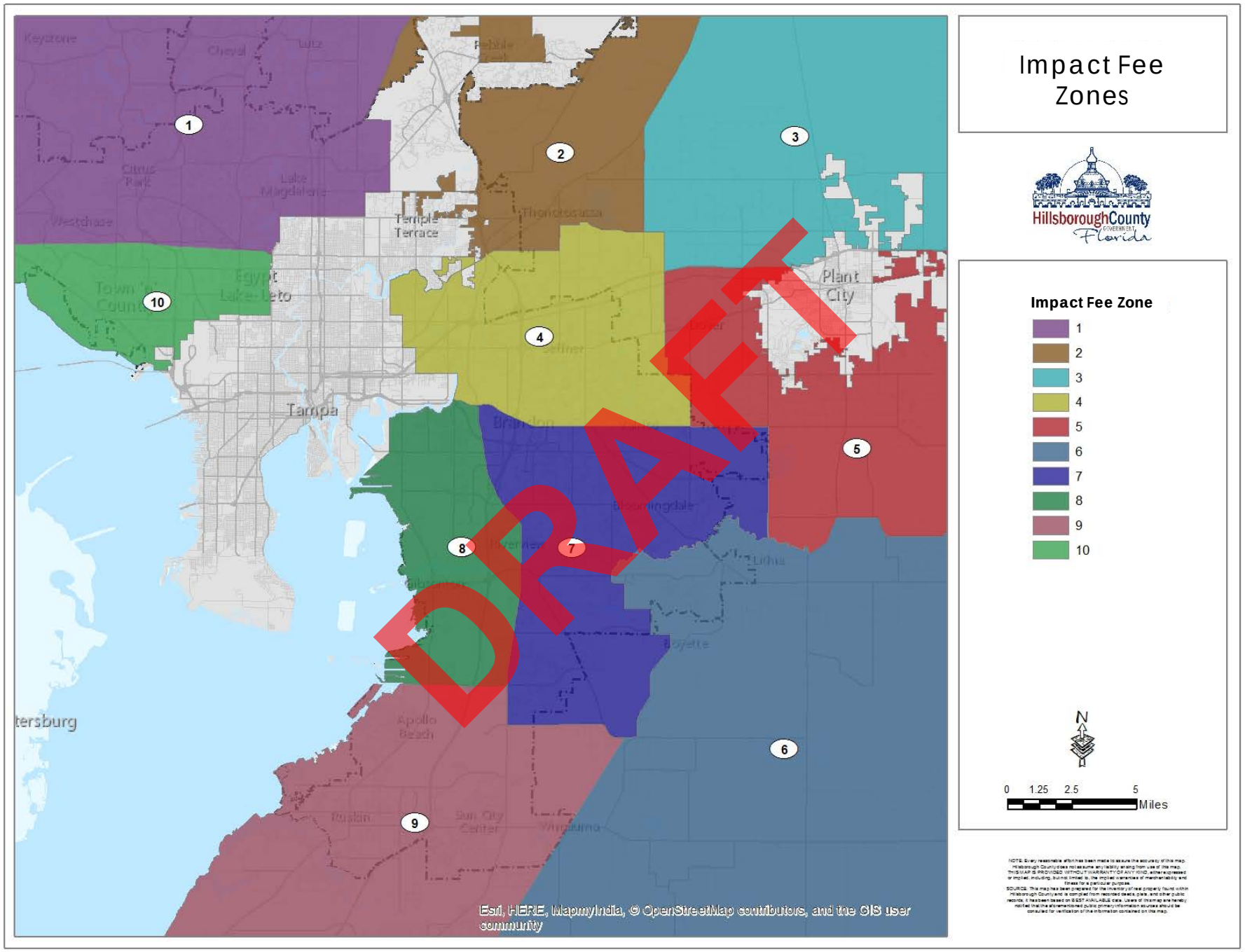
# IMPACT FEE OFFSET TRANSFERABILITY

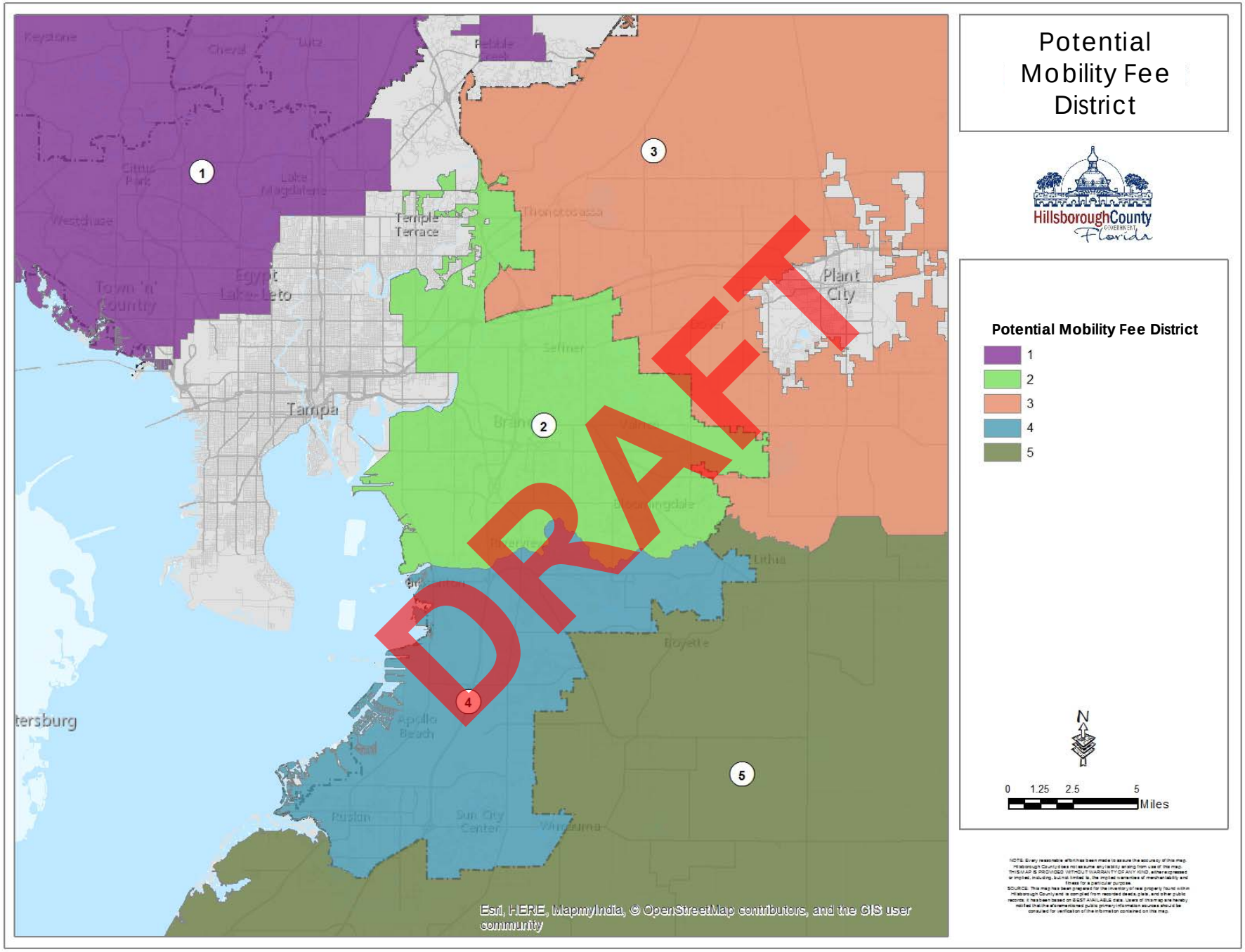
DRAFT

**Mobility Fee Study**

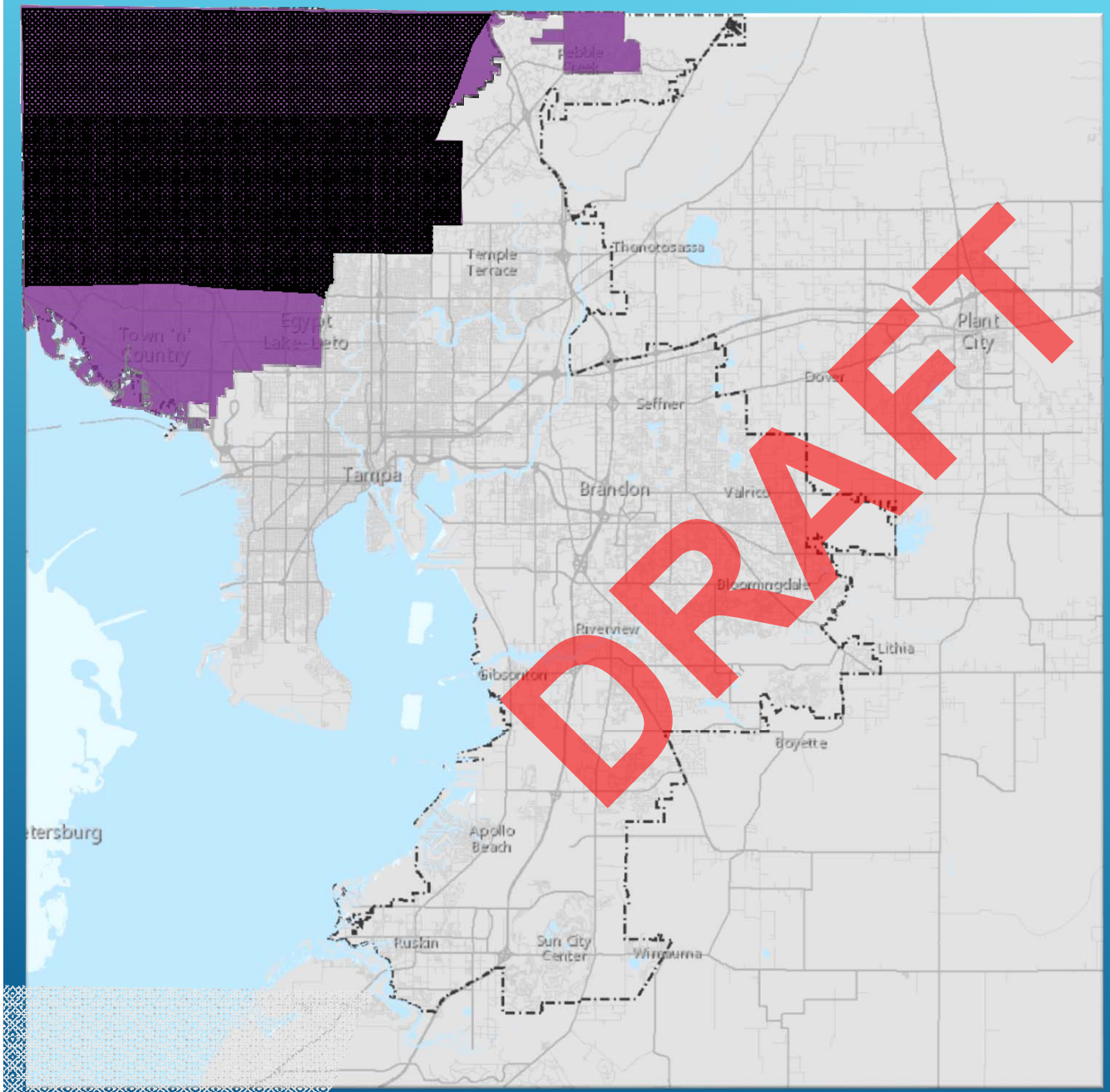
**Focus Group Presentation**

**January 12, 2016**


Impact Fee Zones
HillsboroughCounty
Florida
Impact Fee Zone
1
2
3
4
5
6
7
8
9
10
N
0 1.25 2.5 5
Miles
DRAFT
Keystone
Cheval
Lutz
Citrus Park
Lake Magdalene
Westchase
Temple Terrace
Thonotosassa
Egypt Lake-Leto
Town 'n' Country
Plant City
Tampa
Brandon
Bloomingdale
Riverview
Lithia
Boyette
Apollo Beach
Ruskin
Sun City Center
Wimauma
tersburg
Esri, HERE, MapmyIndia, © OpenStreetMap contributors, and the GIS user community


Potential Mobility Fee District
HillsboroughCounty GOVERNMENT Florida
Potential Mobility Fee District
1
2
3
4
5
N
0 1.25 2.5 5 Miles
DRAFT
Keystone
Citrus Park
Westchase
Town 'n' Country
Egypt Lake-Leto
Lake Magdalene
Temple Terrace
Tampa
Thonotosassa
Plant City
Seffner
Brandon
Riverview
Lithia
Boyette
Apollo Beach
Ruskin
Sun City Center
Wimauma
tersburg
Esri, HERE, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

# IMPACT FEE OFFSET TRANSFERABILITY LOCATION MAP

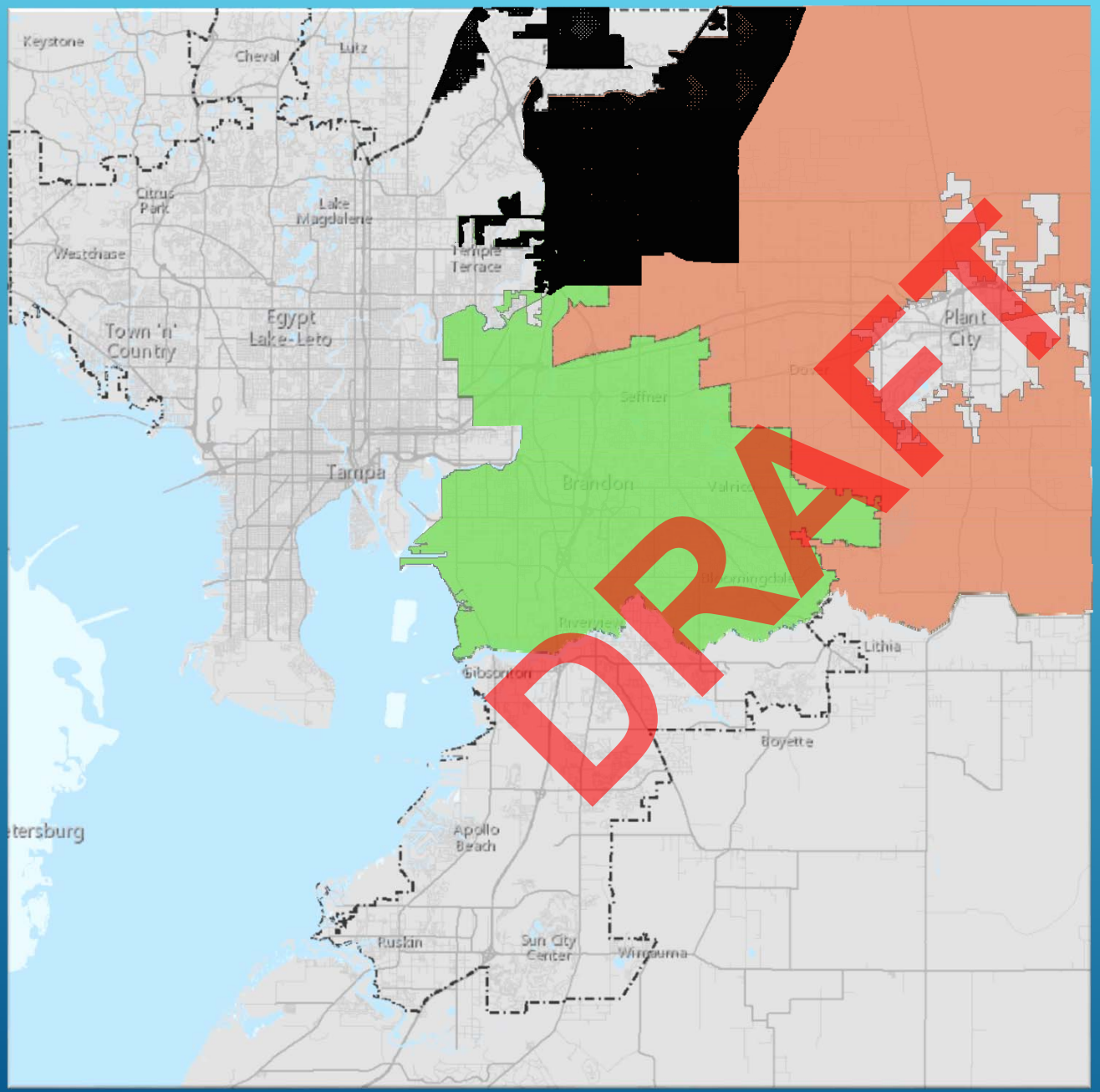



## Impact Fee Zone 1

## Mobility Fee District

1

# IMPACT FEE OFFSET TRANSFERABILITY LOCATION MAP



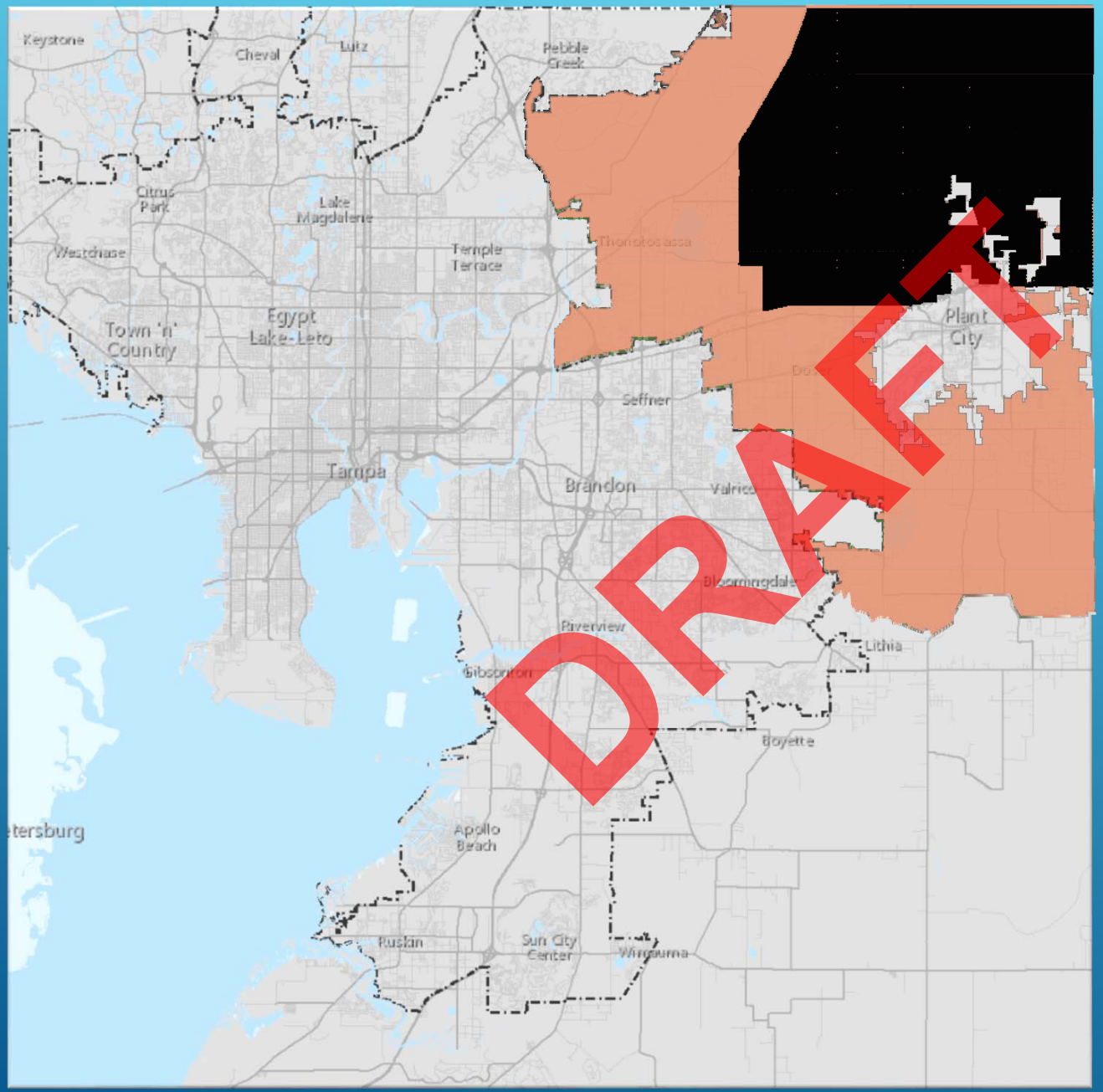

## Impact Fee Zone 2

## Mobility Fee District

2

3

# IMPACT FEE OFFSET TRANSFERABILITY LOCATION MAP

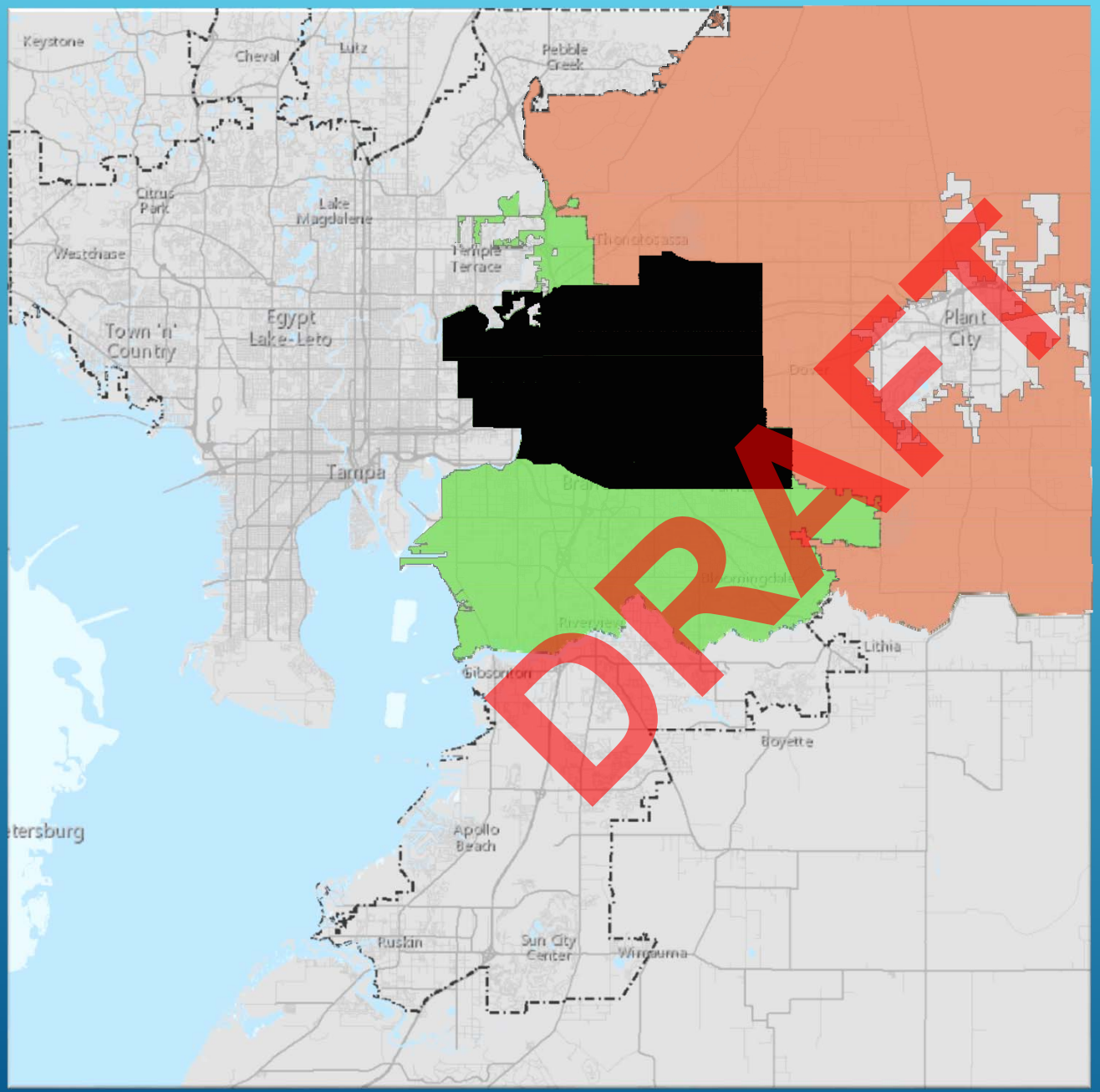



**Impact Fee Zone 3**

**Mobility Fee District**

3

# IMPACT FEE OFFSET TRANSFERABILITY LOCATION MAP



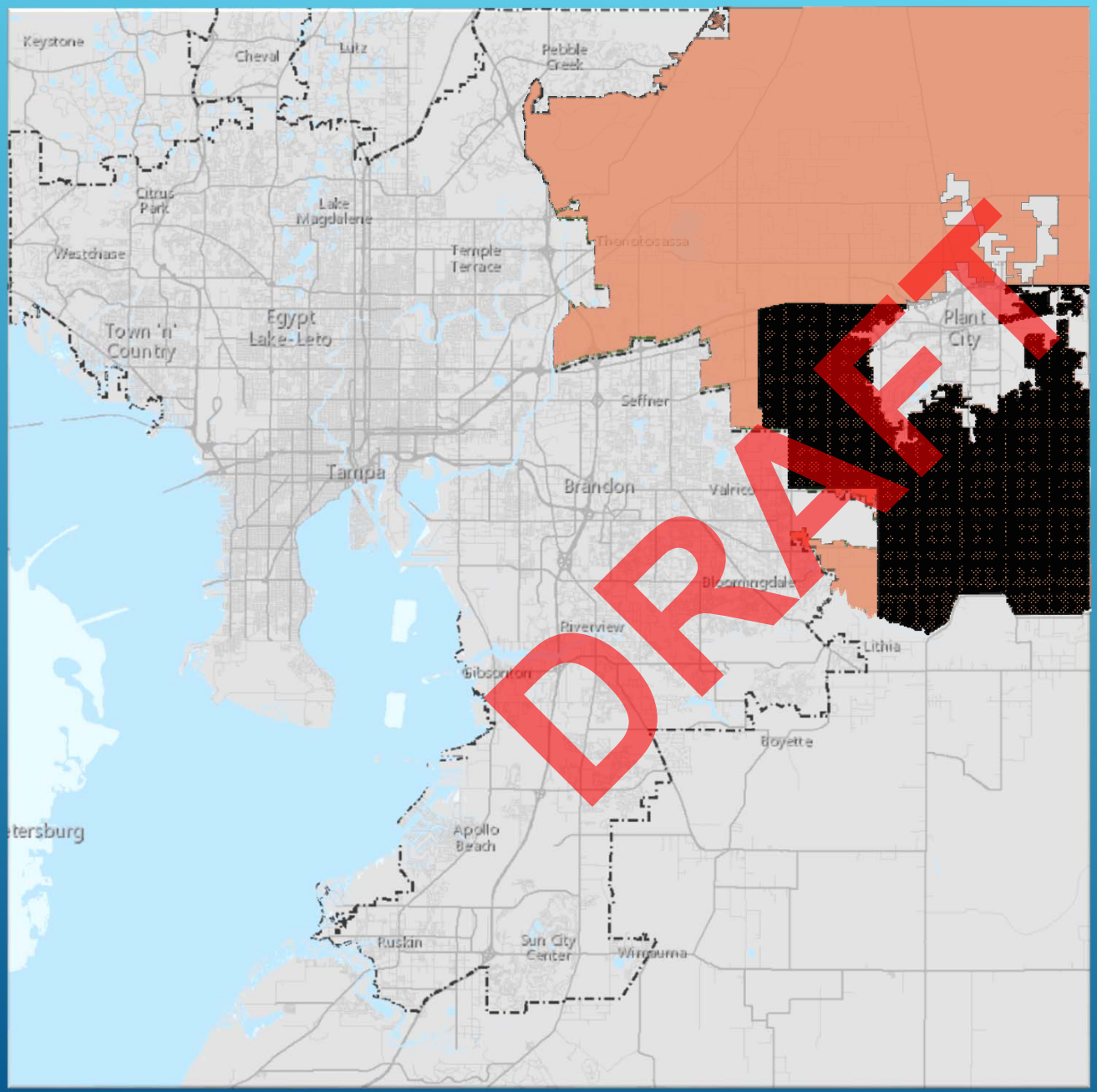

## Impact Fee Zone 4

## Mobility Fee District

2

3

# IMPACT FEE OFFSET TRANSFERABILITY LOCATION MAP

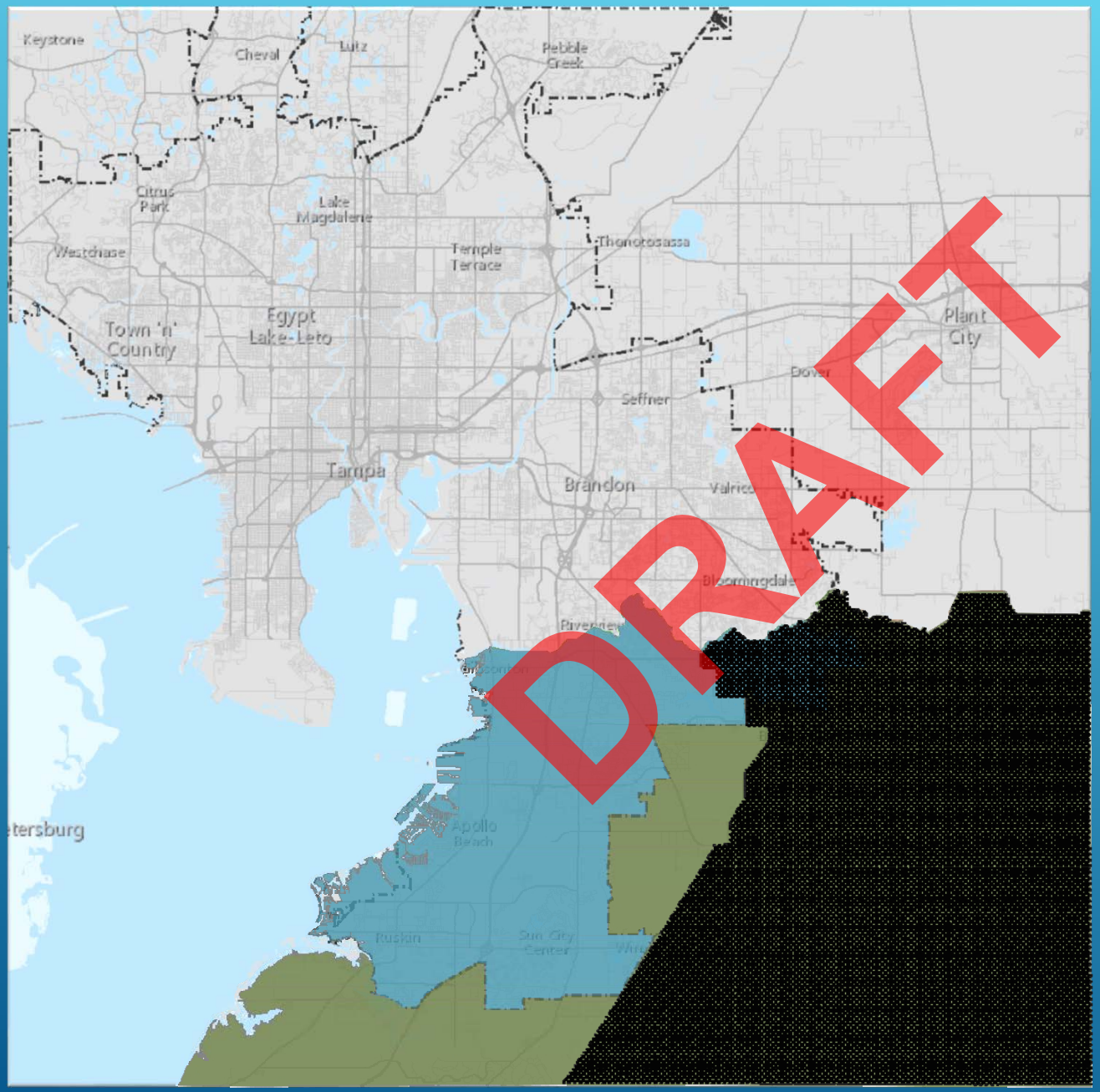



**Impact Fee Zone 5**

**Mobility Fee District**

3

# IMPACT FEE OFFSET TRANSFERABILITY LOCATION MAP



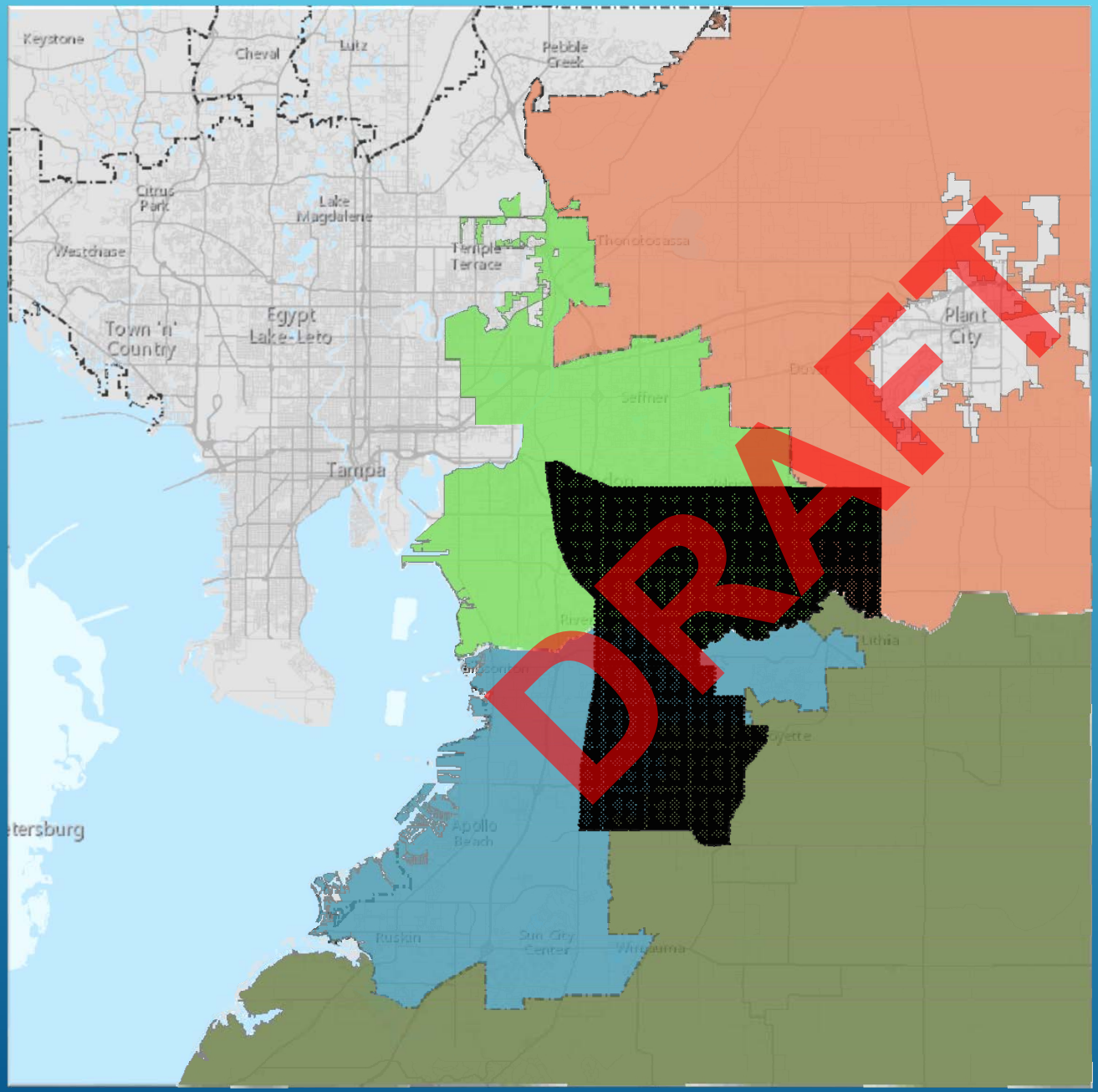

## Impact Fee Zone 6

## Mobility Fee District

4

5

# IMPACT FEE OFFSET TRANSFERABILITY LOCATION MAP



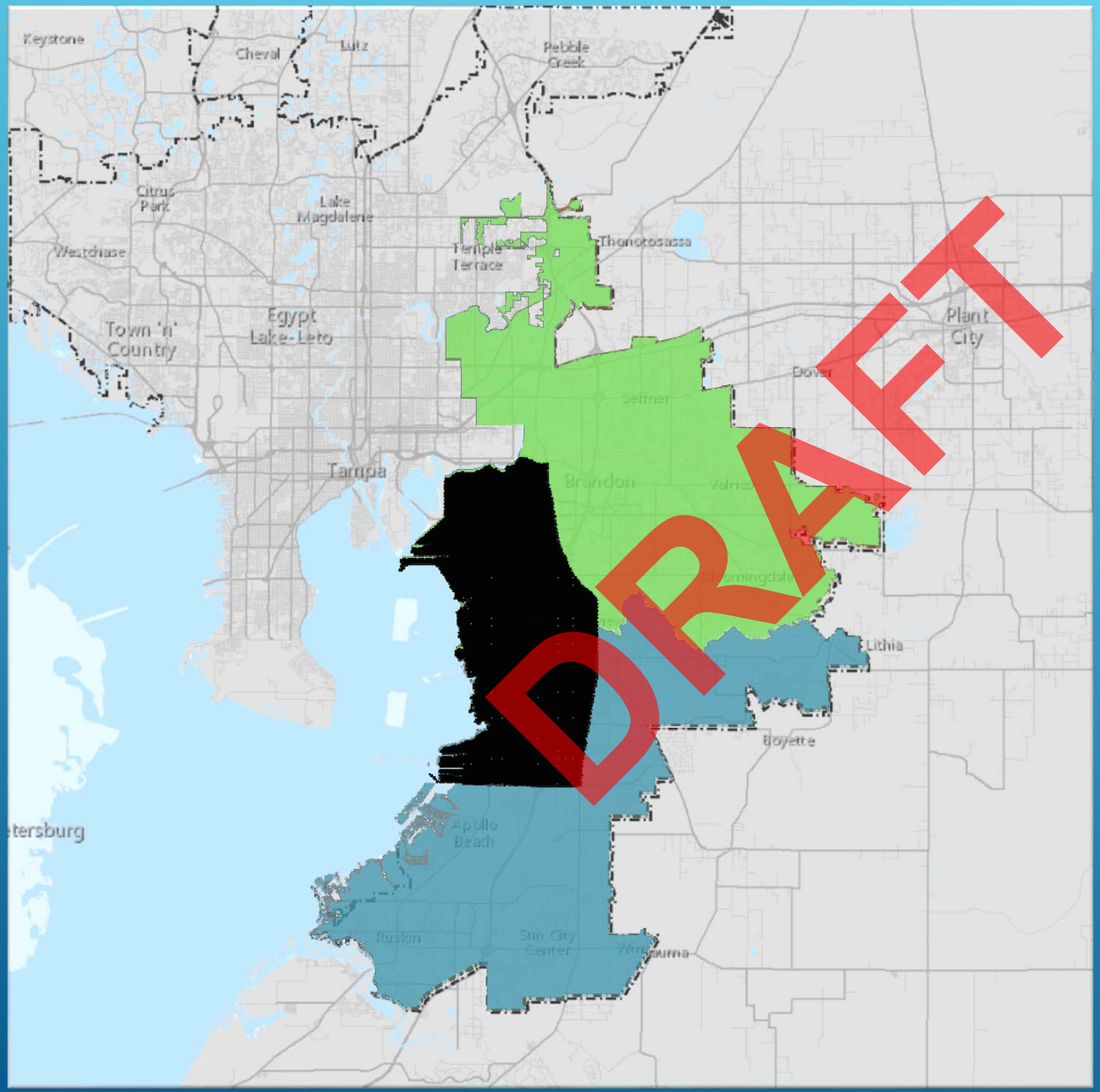

**Impact Fee Zone 7**

**Mobility Fee District**

2 3

4 5

# IMPACT FEE OFFSET TRANSFERABILITY LOCATION MAP




## Impact Fee Zone 8

## Mobility Fee District

2

4

# IMPACT FEE OFFSET TRANSFERABILITY LOCATION MAP

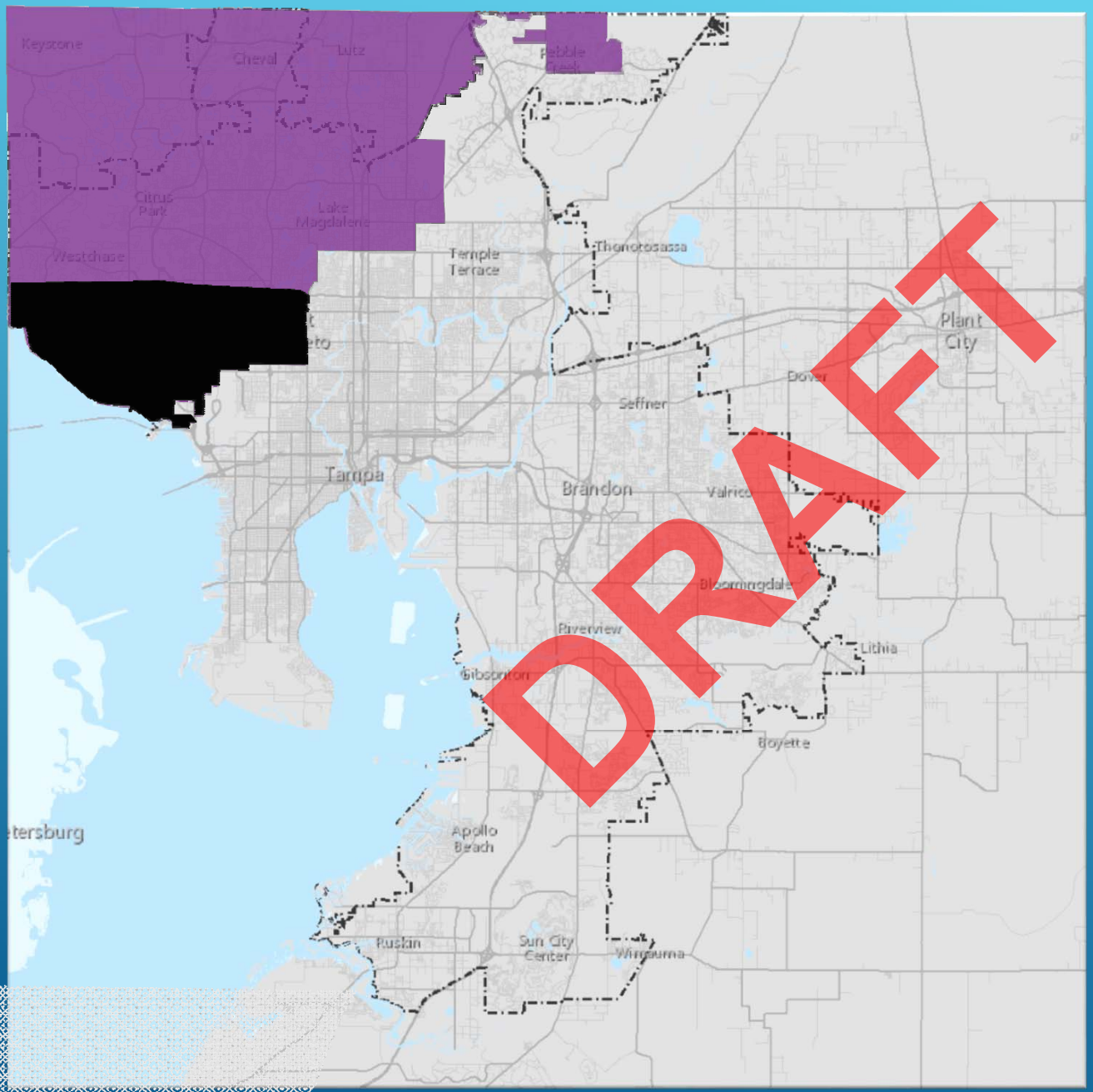
## Impact Fee Zone 9

## Mobility Fee District

4

5

# IMPACT FEE OFFSET TRANSFERABILITY LOCATION MAP




## Impact Fee Zone 10

## Mobility Fee District

1

3rm

# Mobility Fee Focus Group Sign In Sheet 2/11/16

| | Name | Company/ Area | Email |
|---|---|---|---|
| 1 | Marty Follmar | Adams Homes | MFollmar@adamshomes.com |
| 2 | Ron Weaver | Stearns Weaver | rweaver@stearnsweaver.com |
| 3 | Danni Jorgenson | Kimley-Horn | Danni.Jorgenson@kimley-Horn |
| 4 | JEFF Hills | — | jHills@HillsEng.com |
| 5 | TRA Williams | DQ | TRA.W@icloud.com |
| 6 | Richard Davis | Holland & Knight | richard.davis@hklaw.com |
| 7 | Matt Suggs | Soho Capital | Matt@soho-capital.com |
| 8 | Todd Josko | NAIOP TB | todd@ballardfl.com |
| 9 | Anne Pollack | Fletcher + Fischer | apollack@fletcherfischer.com |
| 10 | Richard Stiles | Stantec | Richard.stiles@stantec.com |
| 11 | STEVE HENRY | LINCKS | SHENRY@LINCKS.com |

3PM

# Mobility Fee Focus Group Sign In Sheet 2/11/16

| | Name | Company/ Area | Email |
|---|---|---|---|
| 12 | Bill Roberts | Commercial Realtors | Broberts@bhhsflpg.com |
| 13 | Randy Coen | Coen & Co | Randy@Coenco Consulting.com |
| 14 | David Mechanik | Mechanik Nuccio | dmm@floridalandlaw.com |
| 15 | Ryan Sampson | Eisenbrandt Landscape | Ryan@TheDirtDog.com |
| 16 | Jake Cremer | Stearns Weaver | jcremer@stearnsweaver.com |
| 17 | GORDON SCHIFF | Gordon J. Schiff P.A | gjs@schiffpa.com |
| 18 | Keith Bennett | Retail Site Development | Keith.Bennett@RetailSite.net |
| 19 | Penny Fletcher | Observer news | Penny@PennyFletcher.com |
| 20 | Jon Schwartz | RMC | jon@turnlemley.com |
| 21 | Robert Persolizzi | Gulf Coast Consulting, Inc | perso@gulfcoastconsultinginc.com |
| 22 | | | |

STAKEHOLDERS MEETING
FEB 11, 2016 3PM

Q: How do we ensure certainty within an extraordinary impact process?
A: Parameters of extraordinary impacts TBD

C: Credit package and comp plan amendments/LDC amendments must run concurrently

C: WVR-2/RP2 should receiver urban rates if they use urban services

C: Need to better communicate value of developer contributions (not just cash)

**Parking Lot**

Extraordinary Impacts still TBD
Tindale Oliver and County attorney are investigating

Timelines for adoption TBD
Tied to LDC/Comp Plan
C: Make sure that proposed changes to LDC/Comp Plan are on the table before the mobility fee ordinance is adopted

Economic incentives should also be known soon

Background data to be uploaded to website (trip gen, length, etc.)

Possible break-out session on technical data in the formula

MFDU: consider a moderate income subcategory

Phase-in TBD
Looking at how it affects different projects. Separate focus group meeting?

Buy-back is being reviewed
It's a function of the budget workshop next week

Separate meeting on credits

Revenue projections to be adjusted

RP2: USA or non USA mobility fee?

6PM

# Mobility Fee Focus Group Sign In Sheet 2/11/16

| | Name | Company/ Area | Email |
|---|---|---|---|
| 1 | Sharon Calvert | | scalvert@tampabayff.com |
| 2 | PAUL THIBAULT | Sierra Club | paul.thibault@florida.sierraclub.org |
| 3 | Vivian Bacca | | viv bacca @aol.com |
| 4 | GEORGE NIEMANN | | GEORGE_N @ VERIZON.NET |
| 5 | KEN ROBERTS | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |

STAKEHOLDERS MEETING
FEB 11, 2016 6PM

C: Need to highlight to the board that how taxes are allocated will impact the amount of credit in the fee calculation and therefore will affect the fee

C: Would like to see incentive ordinance require a vote by the BoCC for each case; consider a threshold which would trigger a public hearing ($ threshold). They should never be on the consent agenda

C: Incentive program must be transparent
A: We are looking toward targeted incomes, industries and number of jobs, may have additional criteria…only looking at office and industrial uses

C: Would like to understand how "cone of silence" timeframe is determined.

C: We'll check to see if incentive framework can be brought back in 1-2 weeks (before next board workshop)

C: Take a look at non-recurring revenue and move to a reserve account used to offset the use of outstanding credits. In that way ensure that there is a mobility fee cash flow in the first 10 year period.

C: Wouldn't it be better to use money to buy credits back at pennies on the dollar?

Q: Why are credits expiring after 10 years and not 5?
A: We are still looking at whether or not there can be any sunset (potential property rights issues)

C: Consider the value you are providing by allowing the credit to be spent in a larger area.

Q: Can we limit credit usage to old zones?
A: Perhaps, but would also slow down the consumption of credits as a result

C: Give thought to amending the existing ordinance (impact fees) to increase rate and keep concurrency (prop share)
A: One issue with that is that the credits would rise in proportion with the fee

Q: What's the % of the cost we are passing through?

C: Consider allocating revenues first to maintenance, then to capacity

**Parking Lot**

Revenue projections to be tweaked

Provide info on how state incentives are developed

Incentive program under development
- Will be presented at 3/9 BoCC meeting
- Provide framework/criteria to group beforehand

Treatment of reserves and buyback options TBD
    Consider one-time revenues?

Phase-in TBD

Extraordinary Impacts TBD
    Looking at how to define them

Post the term sheet online (if not already)

Budget workshop 2/19

# Hillsborough County

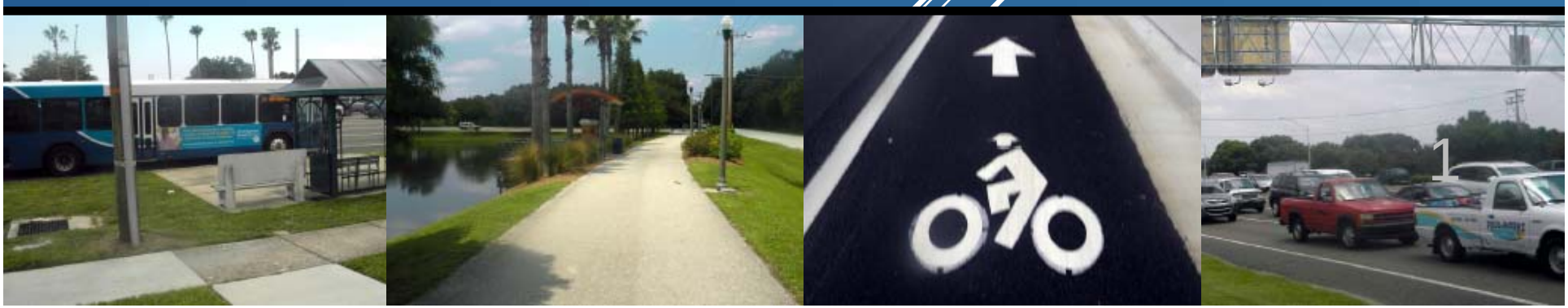
## Mobility Fee Study

## Focus Group Presentation

February 11, 2016

Prepared by:

Tindale Oliver



# 2

# Methodology

# Methodology



**Net Mobility Fee =**

**(Cost – Credit) x Demand**

Cost to Add Multi-Modal Capacity

Non-Impact Fee Revenue from Future Development

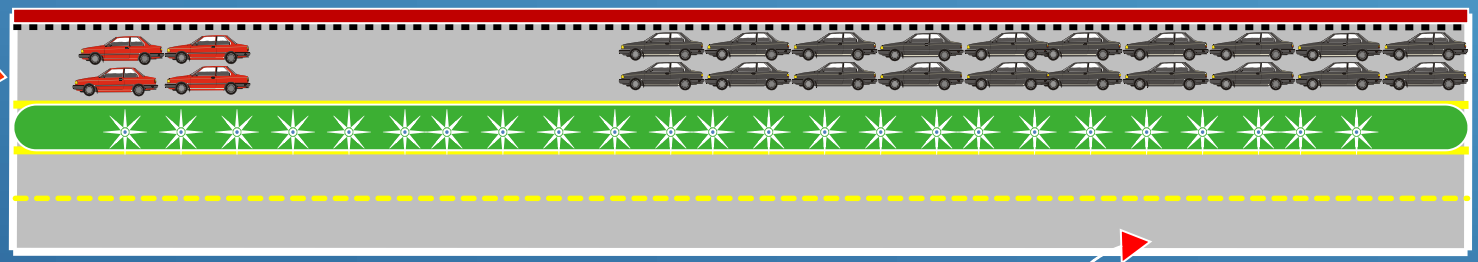
Person-Miles of Travel

# Methodology

## Example Fee Calculation



One Lane Mile ~$5.0 M ÷ Capacity ~12,400 = Person-miles of capacity ~$400



Total Credit ~$2,200

**Fee ~ $6,400**

Total Impact Cost ~ $8,600 = 21.5 person-miles of daily travel X

Capacity Consumed by One Home

# Methodology



- Mobility Fee Input Variables:
  - Demand Component
  - Cost Component
  - Credit Component

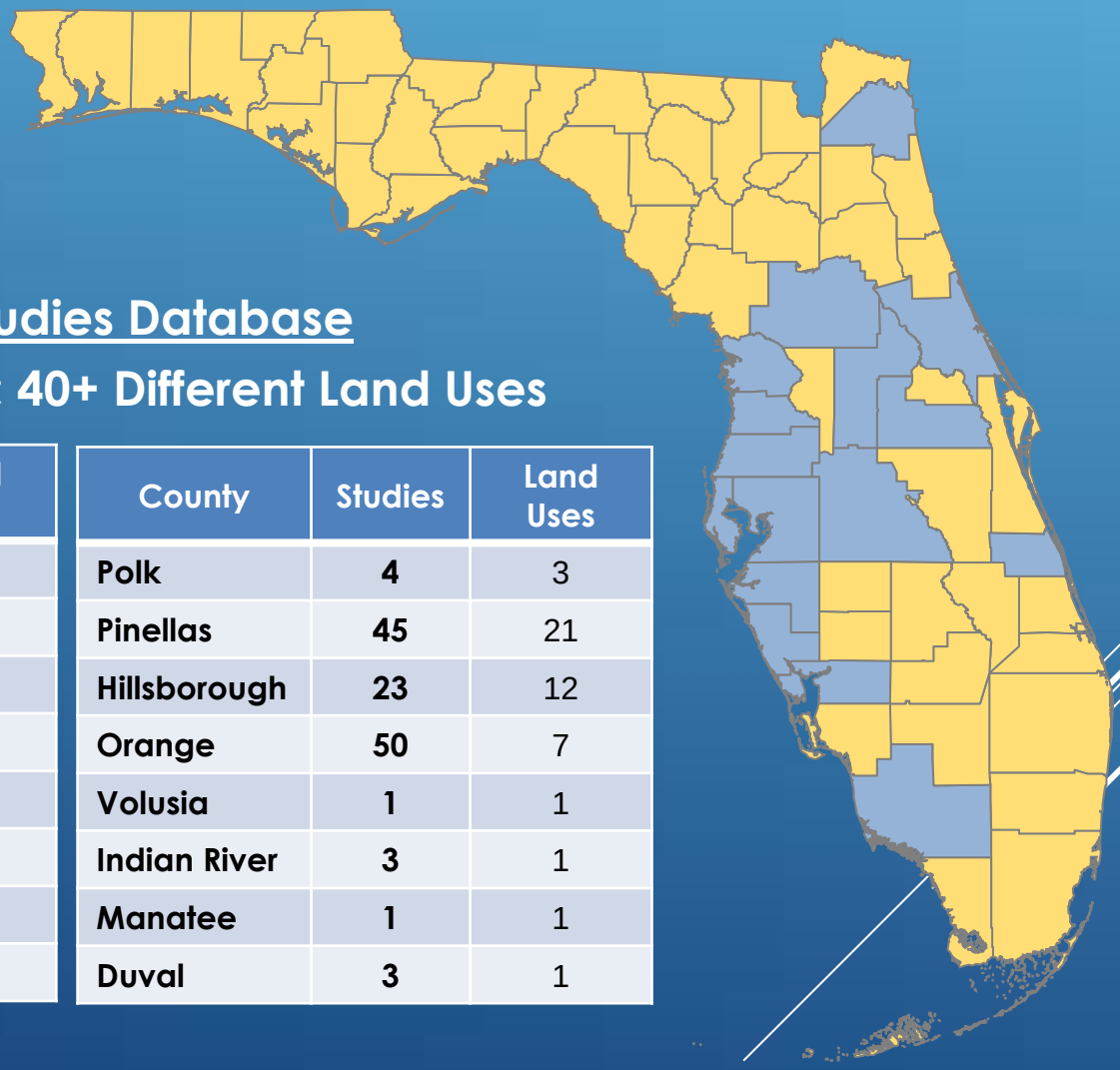
# Demand Component



- Sources
  - National ITE Reference
  - Florida Studies Database
  - Tampa Bay Regional Transportation Model
  - Census Data
- Demand Calculation:
  - Trip Gen. Rate x Trip Length x % New Trips

# Demand Component





## Florida Studies Database

**300+ Sites Studies; 40+ Different Land Uses**

| County | Studies | Land Uses |
|---|---|---|
| Collier | 37 | 14 |
| Pasco | 17 | 6 |
| Marion | 37 | 9 |
| Charlotte | 16 | 3 |
| Hernando | 25 | 9 |
| Sarasota | 23 | 7 |
| Lake | 17 | 4 |
| Citrus | 11 | 4 |

| County | Studies | Land Uses |
|---|---|---|
| Polk | 4 | 3 |
| Pinellas | 45 | 21 |
| Hillsborough | 23 | 12 |
| Orange | 50 | 7 |
| Volusia | 1 | 1 |
| Indian River | 3 | 1 |
| Manatee | 1 | 1 |
| Duval | 3 | 1 |

# Demand Component



- Trip Generation Rate = Number per day
- Trip Length = Travel A to B
- % New Trips = Accounts for trips already on the roadway
- Interstate/Toll Discount = Accounts for interstate & toll trips (not charged)

# Demand Component



Mobility Fee Demand Variables

| Land Use | Unit | Trip Generation Rate | Trip Length | Percent New Trips | Net PMT |
|---|---|---|---|---|---|
| Single Family (2k sf) | Du | 7.81 | 6.62 | 100% | **21.31** |
| Light Industrial | 1,000 sf | 6.97 | 5.15 | 92% | **13.61** |
| Office (<50k sf tier) | 1,000 sf | 15.50 | 5.15 | 92% | **30.26** |
| Retail (50-200k sf tier) | 1,000 sf | 53.28 | 2.40 | 67% | **35.31** |
| Bank w/Drive-In | 1,000 sf | 159.34 | 2.46 | 46% | **74.31** |
| Fast Food (Drive-Thru) | 1,000 sf | 511.00 | 2.05 | 58% | **250.38** |

Interstate/Toll Facility Discount = 36.6%

Person-per-Vehicle = 1.30

# Cost Component



- Sources
  - Local roadway improvements
  - Recent new construction/lane addition projects
  - FDOT Long Range Estimates (LRE)

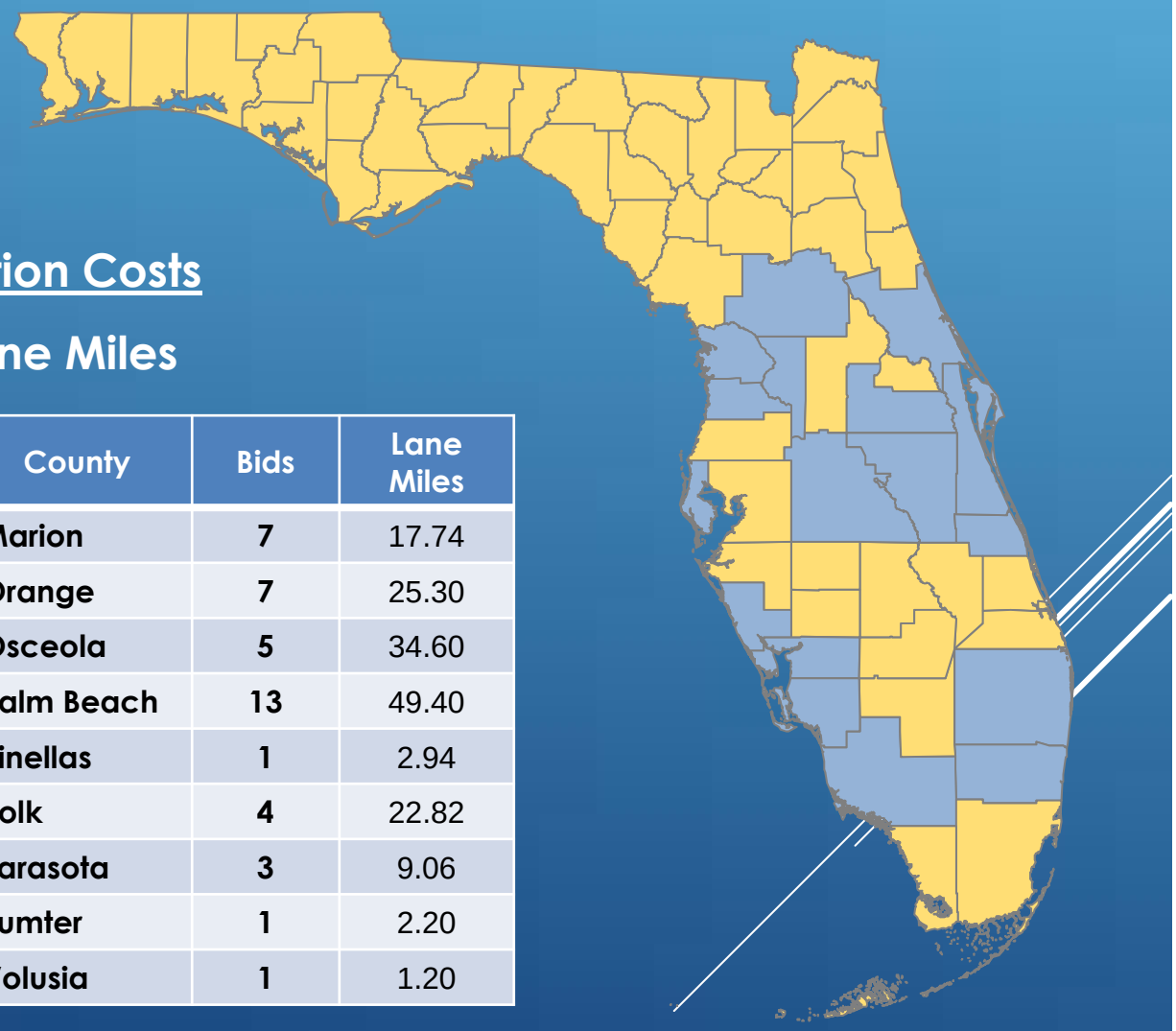
# Cost Component



- Local Improvements
  - Bruce B. Downs, Segments A through D
  - Columbus Dr Ext. from US 301 to Falkenburg Rd
  - Madison Ave from US 41 to 78th St
  - Gunn Hwy from Ehrlich Rd to S. Mobley Rd
  - Bell Shoals Rd from Bloomingdale Ave to Boyette Rd
  - Race Track Rd, Phases I through IV
  - Boyette Rd, Phases II and III
  - Gornto Lake Rd Ext. from Brandon Town Center to SR 60
  - Turkey Creek Rd from MLK Blvd to Sydney Rd

# Cost Component





## County Roadway Construction Costs

**2009-2014; 65 Bids, 320+ Lane Miles**

| County | Bids | Lane Miles |
|---|---|---|
| Brevard | 3 | 39.42 |
| Broward | 1 | 4.00 |
| Charlotte | 2 | 9.00 |
| Citrus | 1 | 12.60 |
| Collier | 4 | 46.70 |
| Hernando | 2 | 5.68 |
| Indian River | 7 | 25.70 |
| Lee | 3 | 15.68 |

| County | Bids | Lane Miles |
|---|---|---|
| Marion | 7 | 17.74 |
| Orange | 7 | 25.30 |
| Osceola | 5 | 34.60 |
| Palm Beach | 13 | 49.40 |
| Pinellas | 1 | 2.94 |
| Polk | 4 | 22.82 |
| Sarasota | 3 | 9.06 |
| Sumter | 1 | 2.20 |
| Volusia | 1 | 1.20 |

# Cost Component

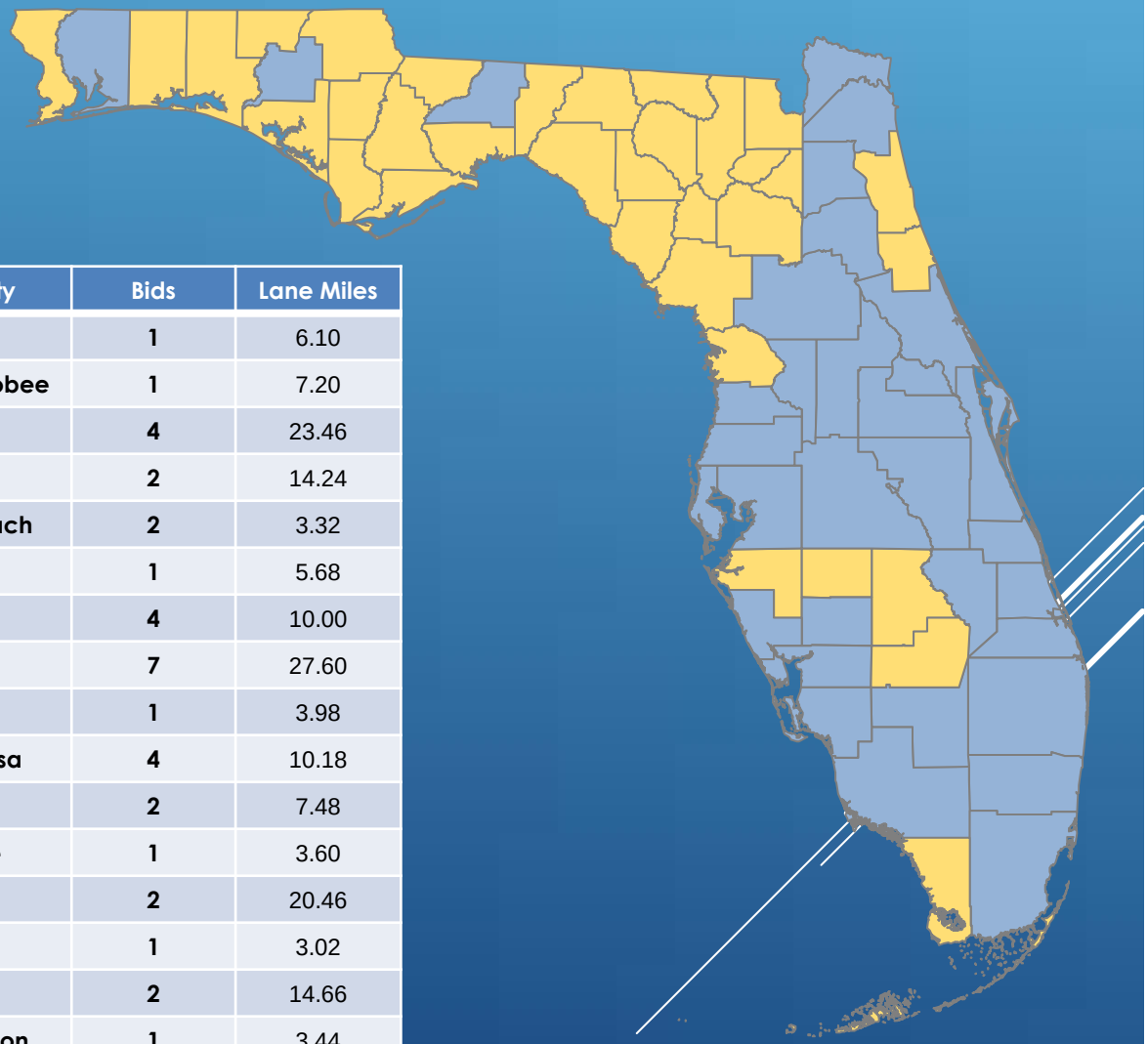


## State Roadway Construction Costs

**2009-2015; 70 Bids, 340+ Lane Miles**

| County | Bids | Lane Miles |
|---|---|---|
| Brevard | 3 | 10.26 |
| Broward | 3 | 5.30 |
| Charlotte | 1 | 7.24 |
| Clay | 2 | 9.18 |
| Collier | 1 | 7.08 |
| Desoto | 1 | 8.80 |
| Duval | 1 | 5.20 |
| Hendry | 3 | 18.34 |
| Hernando | 1 | 12.04 |
| Hillsborough | 3 | 18.20 |
| Indian River | 1 | 6.14 |
| Lake | 2 | 9.10 |
| Lee | 5 | 39.96 |
| Leon | 1 | 6.20 |
| Marion | 1 | 2.80 |
| Martin | 1 | 3.74 |
| Miami-Dade | 4 | 9.52 |

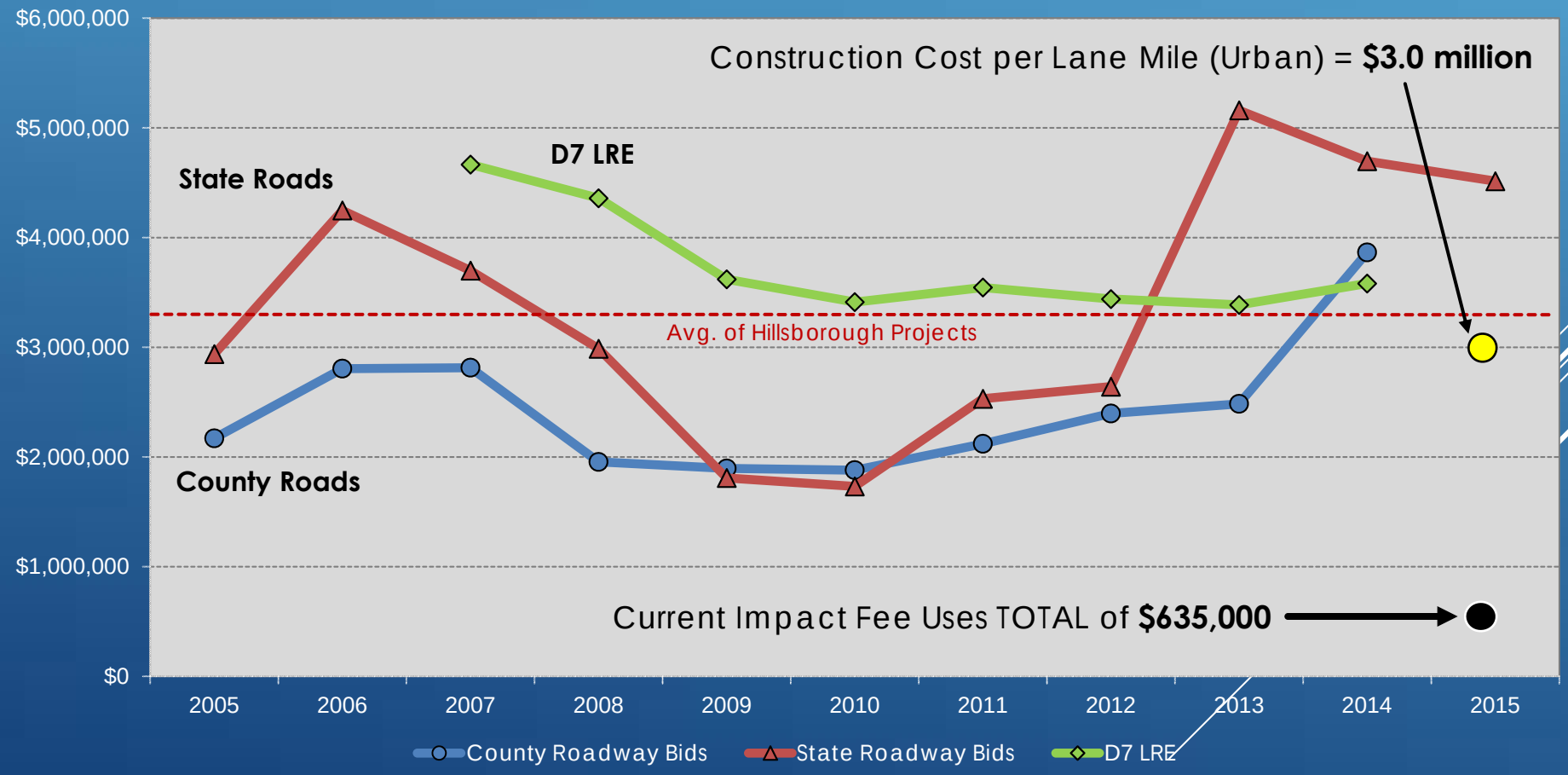
| County | Bids | Lane Miles |
|---|---|---|
| Nassau | 1 | 6.10 |
| Okeechobee | 1 | 7.20 |
| Orange | 4 | 23.46 |
| Osceola | 2 | 14.24 |
| Palm Beach | 2 | 3.32 |
| Pasco | 1 | 5.68 |
| Pinellas | 4 | 10.00 |
| Polk | 7 | 27.60 |
| Putnam | 1 | 3.98 |
| Santa Rosa | 4 | 10.18 |
| Sarasota | 2 | 7.48 |
| Seminole | 1 | 3.60 |
| St. Lucie | 2 | 20.46 |
| Sumter | 1 | 3.02 |
| Volusia | 2 | 14.66 |
| Washington | 1 | 3.44 |



# Cost Component



## Construction Cost per Lane Mile Trend



# Cost Component



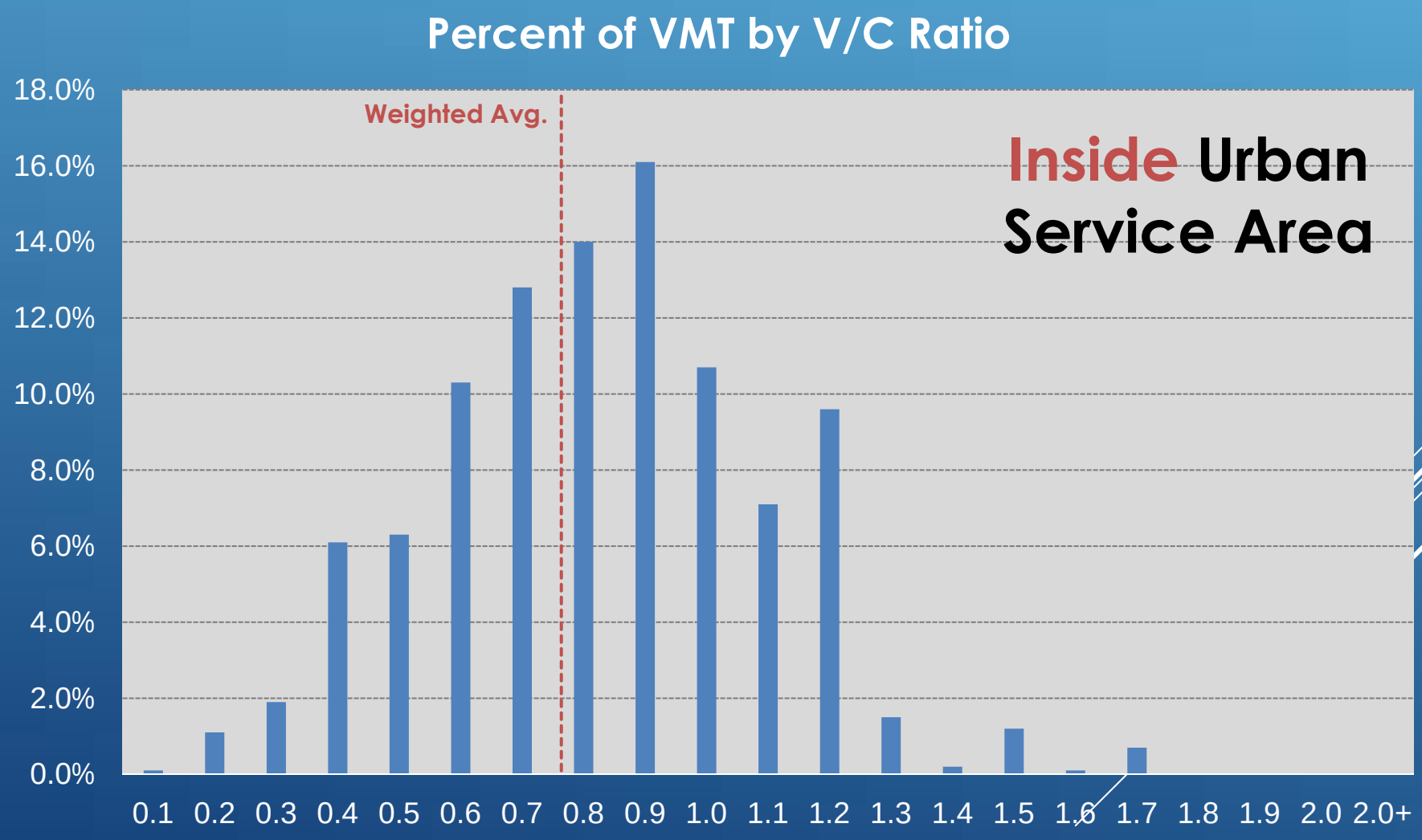
## Estimated Unit Cost per Lane Mile

| Cost Type | County Roads | State Roads | County & State Roads |
|---|---|---|---|
| Design (≈12%) | $348,000 | $319,000 | $340,000 |
| Right-of-Way (≈50%) | $1,448,000 | $1,448,000 | $1,448,000 |
| Construction | $2,897,000 | $2,897,000 | $2,897,000 |
| CEI (≈10%) | $261,000 | $319,000 | $277,000 |
| **Total** | **$4,954,000** | **$4,983,000** | **$4,962,000** |
| | | | |
| Lane Mile Distribution | 72% | 28% | 100% |

**Cost Used for the Existing Fee = $635,000 per Lane Mile**

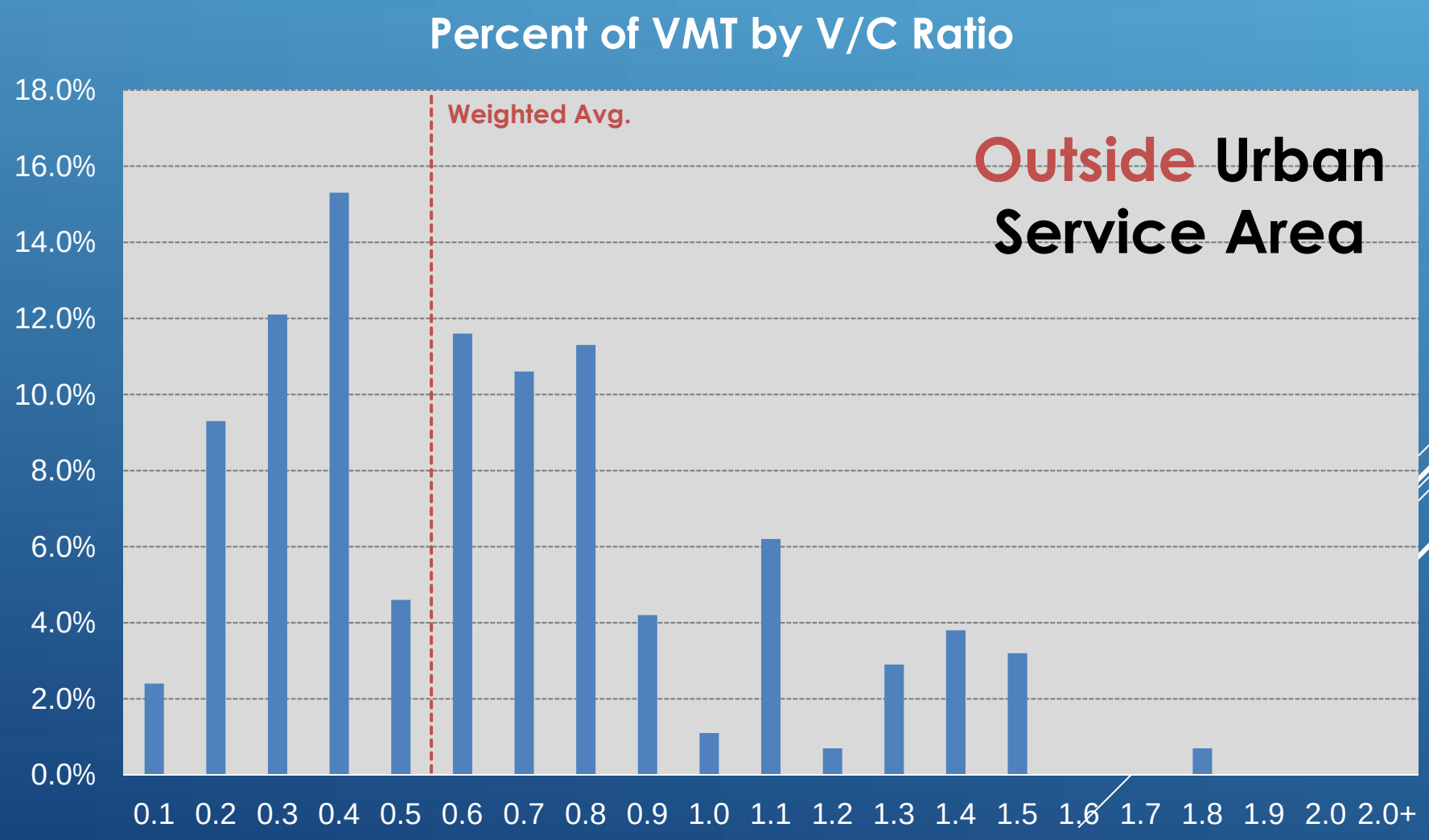
# Urban/Rural Level-of-Service





# Urban/Rural Level-of-Service

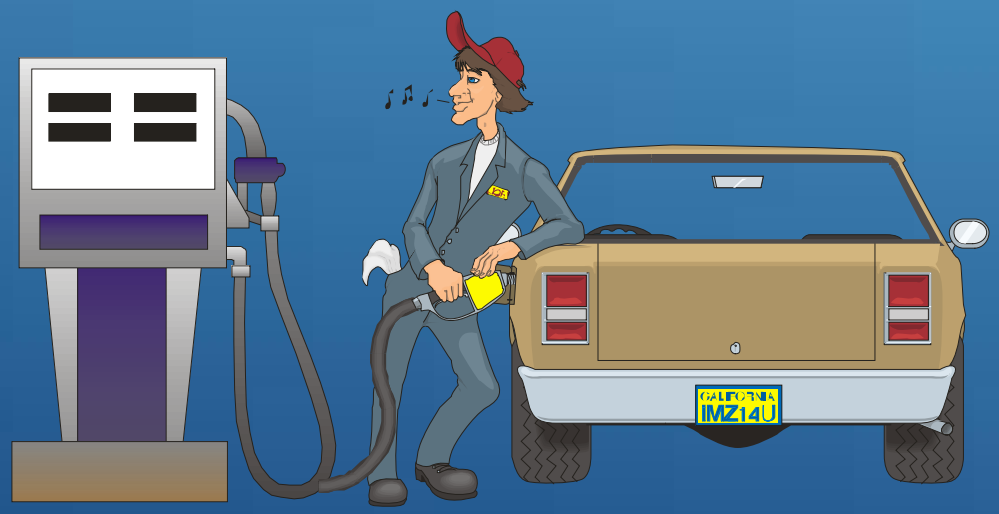


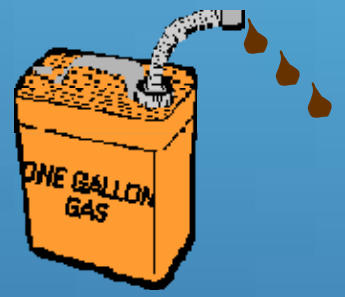


# Credit Component



## Credit Component:




$.01 penny

**1 CENT GAS TAX PER GALLON**

# Credit Component



- Revenue Credit
  - New development receives a credit for **non-impact fee** revenues spent on capacity expansion
  - Credit is applied to each land use in fee schedule based on **person-miles of travel**
  - For calculation purposes, each revenue source is converted to **equivalent pennies of fuel tax**
  - This is **NOT a developer credit** for construction

# Credit Component



- Equivalent Penny Calculation
  - Constitutional Fuel Tax ≈**$5.5 million** per penny
  - County Fuel Tax ≈**$4.9 million** per penny
  - Municipal Fuel Tax ≈**$3.5 million** per penny
  - 9th Cent Fuel Tax ≈**$6.6 million** per penny
  - 1st Local Option Fuel Tax ≈**$6.1 million** per penny
  - **Weighted Average per Penny ≈$5.7 million**

# Credit Component



- County Funding Detail (FY 2011-2021)
  - Community Investment Tax ≈**$13 million** per year
  - Grants & Match ≈**$12 million** per year
  - Ad Valorem Tax ≈**$3 million** per year
  - Fuel Tax ≈**$2 million** per year
  - **Total ≈$30 million per year**
  - Sales Tax: additional **≈$86 million** per year (10 yrs)

# Credit Component



- Revenue Sources: No Sales Tax
  - State Funding ≈**$71 million** per year
  - County Funding ≈**$30 million** per year
    - CIT, Grants, Ad Valorem, Fuel Tax
  - County Debt Service ≈**$20 million** per year
  - **Total ≈$121 million per year**

Time Periods Reviewed:
State = FY 2006 to FY 2020
County = FY 2011to FY 2021
Debt Service = FY 2016 to FY 2026

# Credit Component



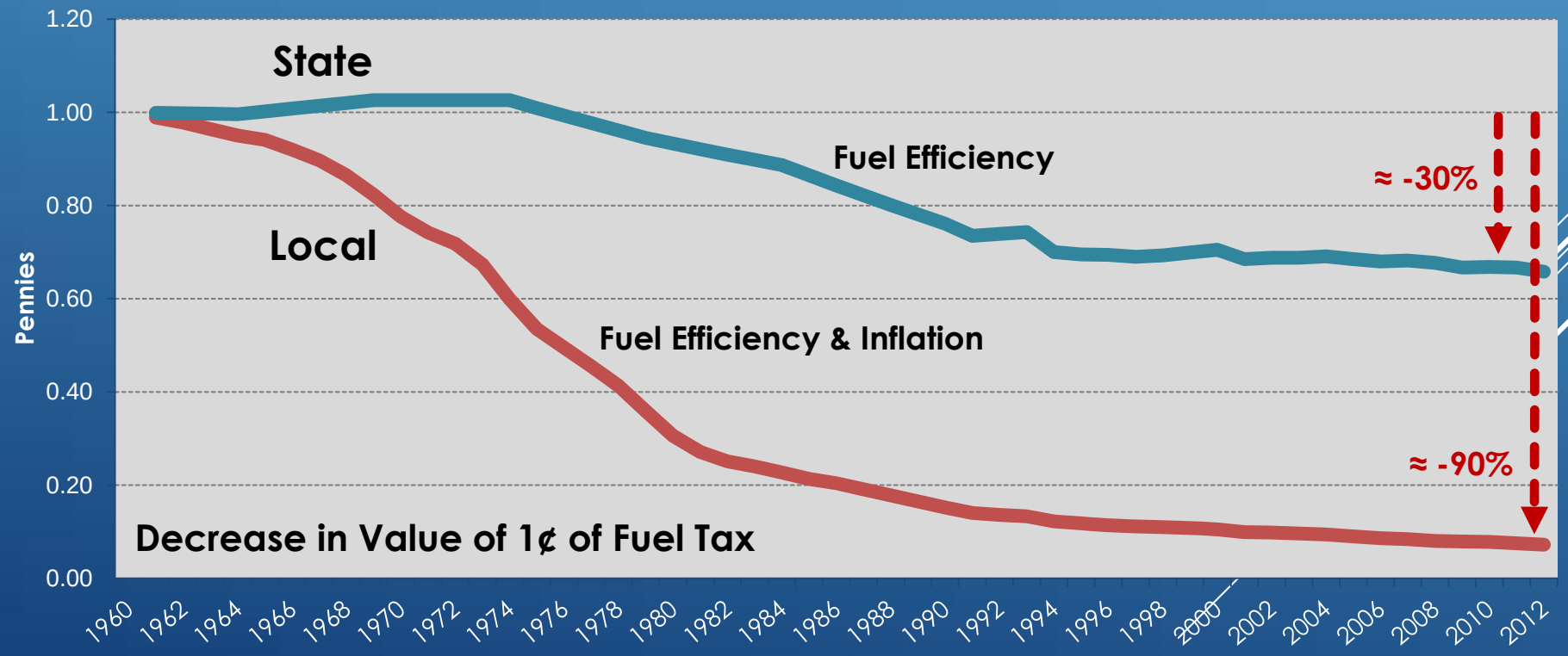
- Revenue Sources: ½% Sales Tax
  - State Funding ≈**$71 million** per year
  - County Funding ≈**$116 million** per year
    - CIT, Grants, Ad Valorem, Fuel Tax, **Sales Tax**
  - County Debt Service ≈**$20 million** per year
  - **Total ≈$207 million per year**

Time Periods Reviewed:
State = FY 2006 to FY 2020
County = FY 2011to FY 2021; Sales Tax (10 yrs)
Debt Service = FY 2016 to FY 2026

# Credit Component



- Future of Transportation Funding
  - Local fuel tax is not indexed
  - Increasing maintenance costs (fuel tax funded)



3

# Calculated Fee Rates

# DRAFT Mobility Fee Rates



Unit Cost per Lane Mile = **$4.96 million**

PMC per Lane Mile (Urban) = **12,350**

Interstate/Toll Facility Discount = **36.6%**

Persons per Vehicle = **1.30**

Mobility Fee Input Variables (Urban Area, No Sales Tax)

| Land Use | Unit | Net PMT | Total Impact Cost | Revenue Credit | Net Mobility Fee |
|---|---|---|---|---|---|
| Single Family (2k sf) | Du | **21.31** | $8,561 | $2,119 | **$6,442** |
| Light Industrial | 1,000 sf | **13.61** | $5,468 | $1,382 | **$4,086** |
| Office (<50k sf tier) | 1,000 sf | **30.26** | $12,160 | $3,077 | **$9,083** |
| Retail (50-200k sf tier) | 1,000 sf | **35.31** | $14,185 | $3,943 | **$10,242** |
| Convenience w/Gas | 1,000 sf | **135.06** | $54,263 | $16,619 | **$37,644** |
| Bank w/Drive-In | 1,000 sf | **74.31** | $29,855 | $8,273 | **$21,582** |
| Fast Food (Drive-Thru) | 1,000 sf | **250.38** | $100,599 | $28,797 | **$71,802** |

# DRAFT Mobility Fee Rates



| Land Use* | Unit | Hillsborough (Existing) | No Sales Tax | | With Sales Tax | |
|---|---|---|---|---|---|---|
| | | | Urban | Rural | Urban | Rural |
| Study Year | - | **1985** | 2016 | 2016 | 2016 | 2016 |
| V/C Ratio | - | **n/a** | 1.00 | 0.75 - 0.875 | 1.00 | 0.75 - 0.875 |
| | | | | | | |
| Single Family (2k sf) | Du | **$770-$1,950** | **$6,442** | **$9,295** | **$4,968** | **$7,821** |
| Light Industrial | 1,000 sf | **$519-$1,315** | $4,086 | $5,909 | $3,128 | $4,951 |
| Office (<50k sf tier) | 1,000 sf | **$1,161-$3,728** | $9,083 | $13,136 | $6,946 | $10,999 |
| Retail (50-200k sf tier) | 1,000 sf | **$1,367-$3,461** | $10,242 | $12,269 | $7,479 | $9,506 |
| Convenience w/Gas | 1,000 sf | **$3,258-$8,249** | $37,644 | $45,396 | $26,018 | $33,770 |
| Bank w/Drive-In | 1,000 sf | **$6,813-$17,248** | $21,582 | $25,846 | $15,816 | $20,080 |
| Fast Food (Drive-Thru) | 1,000 sf | **$4,036-$10,217** | $71,802 | $86,174 | $51,682 | $66,054 |

# DRAFT Mobility Fee Rates

## Pasco County Comparison



### Mobility Fee Rates per Unit

| Land Use | Unit | Hillsborough Mobility Fee (Urban)* | Hillsborough Mobility Fee (Rural)* | Pasco Mobility Fee (Urban)** | Pasco Mobility Fee (Sub-Urb)** | Pasco Mobility Fee (Rural)** |
|---|---|---|---|---|---|---|
| | | | | Calculated | | |
| Study Year | - | **2016** | **2016** | 2014 | 2014 | 2014 |
| | | | | | | |
| Single Family (2k sf) | Du | **$6,442** | **$9,295** | $7,173 | $9,743 | $12,635 |
| Light Industrial | 1,000 sf | **$4,086** | **$5,909** | $4,633 | $5,717 | $6,828 |
| Office (<50k sf tier) | 1,000 sf | **$9,083** | **$13,136** | $10,357 | $12,574 | $15,218 |
| Retail (50-200k sf tier) | 1,000 sf | **$10,242** | **$12,269** | $10,163 | $13,913 | $19,396 |
| Bank w/Drive-In | 1,000 sf | **$21,582** | **$25,846** | $21,436 | $29,277 | $33,659 |
| Fast Food (Drive-Thru) | 1,000 sf | **$71,802** | **$86,174** | $70,202 | $98,273 | $114,028 |

*Calculated **DRAFT** mobility fee rates, no sales tax

**Full calculated mobility fee rates; does NOT include buy-down

# DRAFT Mobility Fee Rates

## Pasco County Comparison



### Mobility Fee Rates per Unit

| Land Use | Unit | Hillsborough Mobility Fee (Urban)* | Hillsborough Mobility Fee (Rural)* | Pasco Mobility Fee (Urban)** | Pasco Mobility Fee (Sub-Urb)** | Pasco Mobility Fee (Rural)** |
|---|---|---|---|---|---|---|
| | | | | Adopted | | |
| Study Year | - | **2016** | **2016** | 2014 | 2014 | 2014 |
| | | | | | | |
| Single Family (2k sf) | Du | **$6,442** | **$9,295** | $5,835 | $8,570 | $9,800 |
| Light Industrial | 1,000 sf | **$4,086** | **$5,909** | $0 | $0 | $0 |
| Office (<50k sf tier) | 1,000 sf | **$9,083** | **$13,136** | $0 | $0 | $0 |
| Retail (50-200k sf tier) | 1,000 sf | **$10,242** | **$12,269** | $5,641 | $7,051 | $8,813 |
| Bank w/Drive-In | 1,000 sf | **$21,582** | **$25,846** | $12,730 | $14,384 | $15,582 |
| Fast Food (Drive-Thru) | 1,000 sf | **$71,802** | **$86,174** | $40,950 | $46,712 | $50,978 |

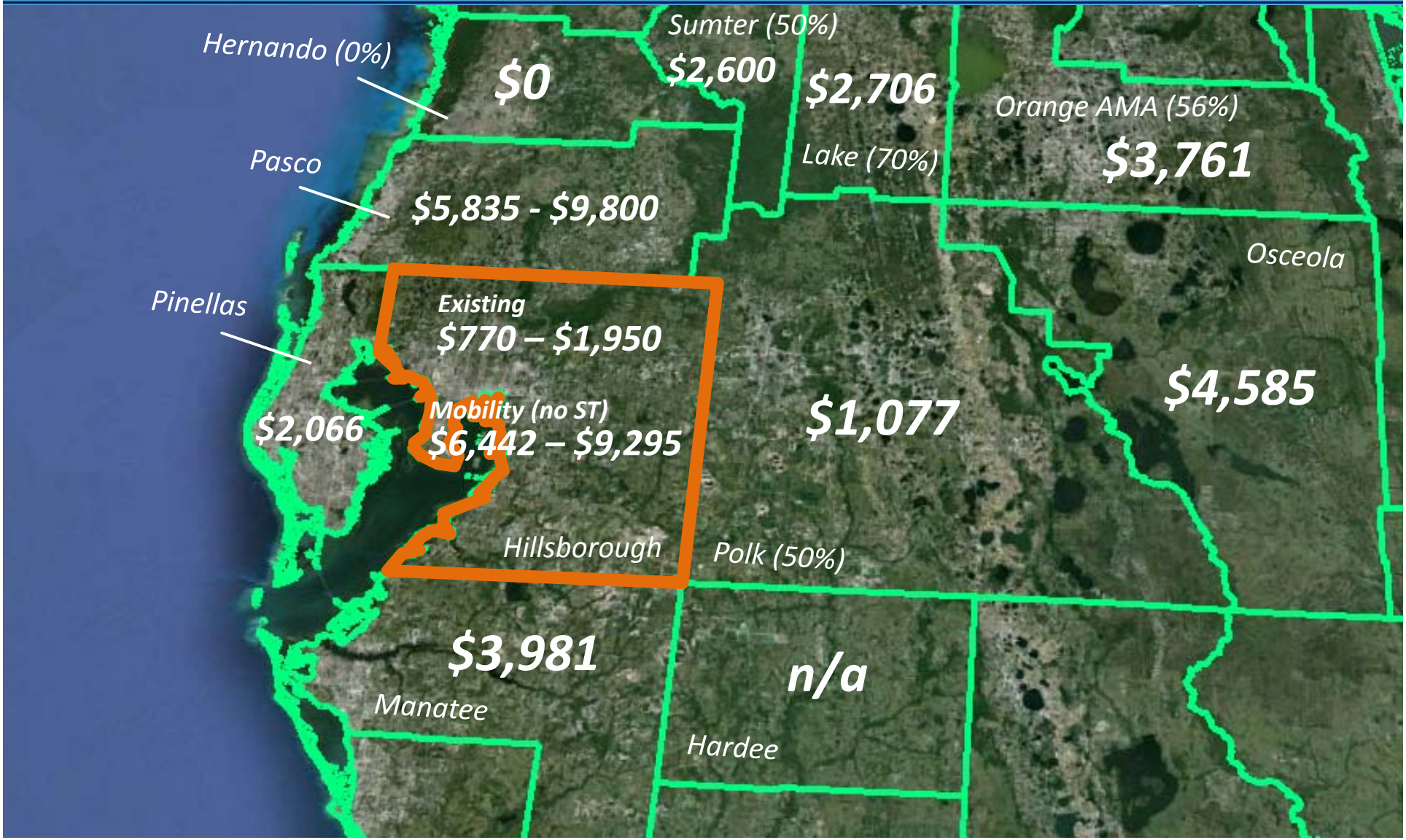
*Calculated **DRAFT** mobility fee rates, no sales tax

**Adopted mobility fee rates; include buy-down

# Impact Fee Comparison

## Single Family (2,000 sf)





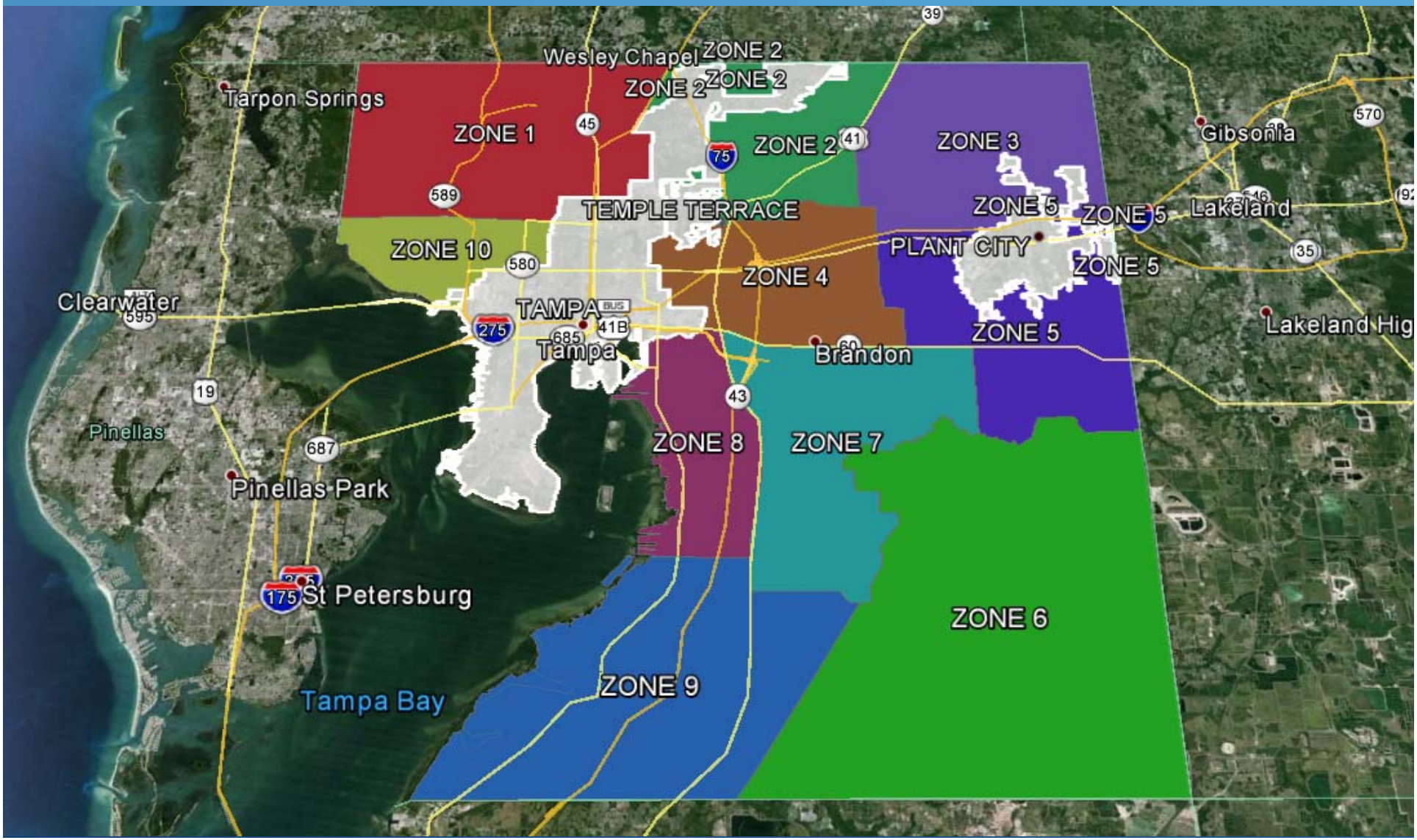
# 4

# Benefit Zones

# Mobility Fees

## Existing Benefit Zones (10)

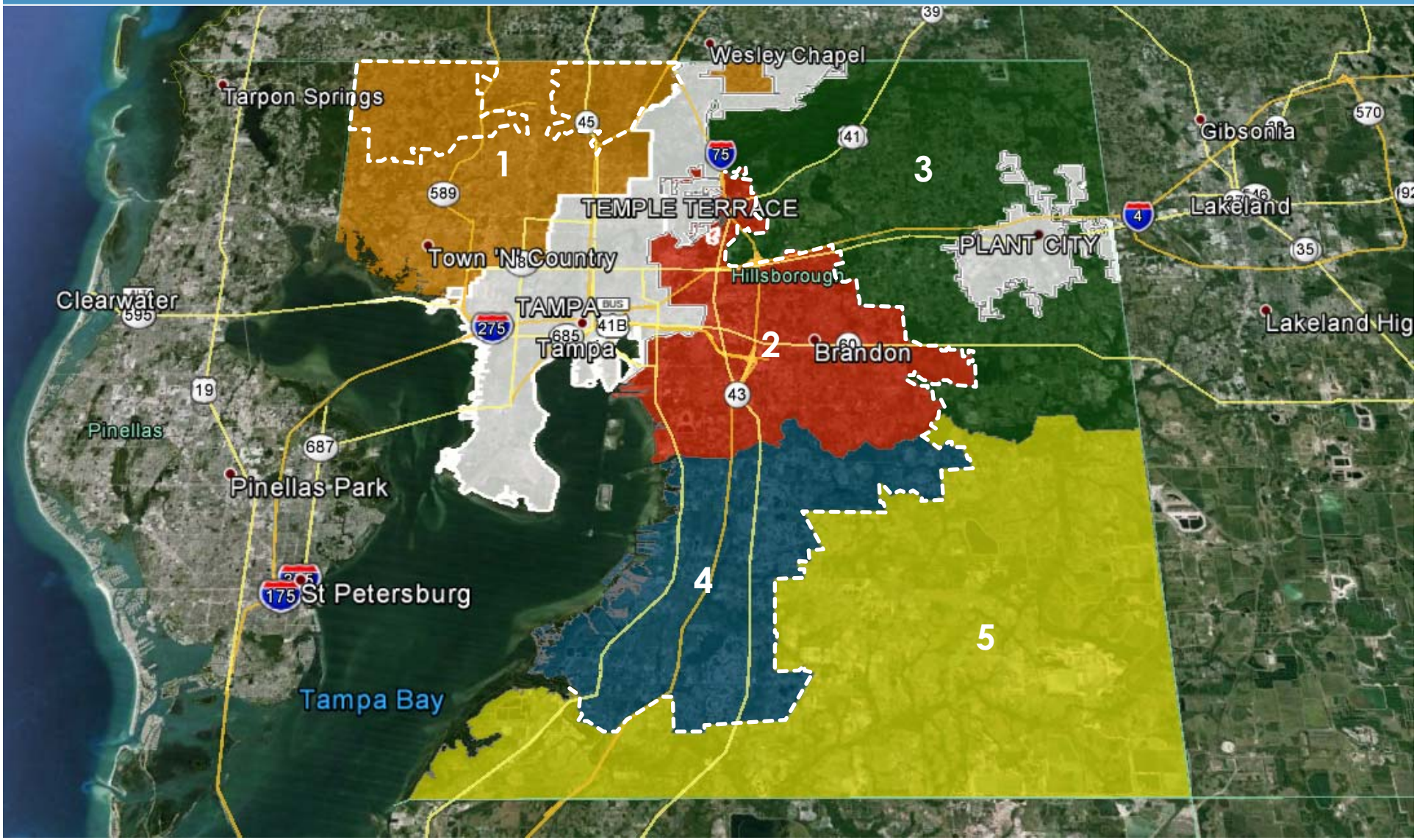




# Mobility Fees

## Potential Benefit Zones (5)





Mobility Fee Technical Session March 3rd 2016 1:00PM

| | Name | Company/ Area | Email Address |
|---|---|---|---|
| 1 | Tra Williams | LAE. Inc | Tra.w@INSPIRINGSERVICE.COM |
| 2 | PAUL THIBAULT | Sierra Club | Paul.thibault@florida.sierraclub.org |
| 3 | Rick Davis | Holland & Knight | richard.davis@hklaw.com |
| 4 | Ron Weaver | Stearns Weaver | rweaver@swmwas.com |
| 5 | Vicki Castro | Whitehouse Group | vcastro@wgianalytics.com |
| 6 | Danni Jorgenson | Kimley-Horn | danni.jorgenson@kimley-horn.com |
| 7 | Christopher Halton | Kimley-Horn | christopher.halton@kimley-horn.com |
| 8 | Keith Bennett | Retail Site LLC | keith.Bennett@retailsite.net |
| 9 | Isabelle Albert | Genesis | ialbert@genesisgroup.com |
| 10 | STEVE HENRY | LINCKS | SHENRY@LINCKS.COM |
| 11 | | | |

Mobility Fee Focus Group March 3rd 2016 3:00PM

| | Name | Company/ Area | Email Address |
|---|---|---|---|
| 1 | JEFF HILLS | — | JHILLS@HILLSENG.COM |
| 2 | RYAN SAMPSON | | Ryan@TheDirtDog.com |
| 3 | Kami Corbett | | Kcorbett@fdlg.com |
| 4 | DAVID MECHANIK | | dmm@floridalandlaw.com |
| 5 | Todd Josko | | todd@pallardtl.com |
| 6 | Colin Campbell | | CAMPBLEC@VERIZON.NET |
| 7 | Bill Roberts | | Broberts@bhhsfl.pg.com |
| 8 | Anne Mize | | amize@drhorton.com |
| 9 | [illegible] | | |
| 10 | Anne Pollack | | apollack@fletcherfischer.com |
| 11 | GORDON SCHIFF | | gjs@schiffpa.com |

Mobility Fee Focus Group March 3rd 2016 3:00PM

| | Name | Company/ Area | Email Address |
|---|---|---|---|
| 12 | Ron Weaver | Stearns Weaver | rweaver@swmwas.com |
| 13 | Susan Starling | Sowrez | |
| 14 | Vin Marchetti | Stes | |
| 15 | Richard Davis | Holland & Knight | richard.davis@hklaw.com |
| 16 | Andrea Zelman | Buchanan Ingersoll | andrea.zelman@bipc.com |
| 17 | Vicki Castro | Whitehouse Group | vcastro@wgianalytics.com |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | | | |

Mobility Fee Focus Group March 3rd 2016 6:00PM

| | Name | Company/ Area | Email Address |
|---|---|---|---|
| 1 | Joe Odda | Westchase Community Assoc. | joroddaa@hotmail.com |
| 2 | Vivian Bacca | | vivbacca@aol.com |
| 3 | ED BARNOS | SUN CITY CONTENT | EBARNOSSCC@AOL.COM |
| 4 | Henry Smith | Palm River | henrylegal@aol.com |
| 5 | PAUL THIBAULT | Sierra Club | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |

STAKEHOLDERS MEETING (TECHNICAL GROUP)
MARCH 3, 2016 1PM

Rate studies looked at stable sites

There will be the ability to do a special study to reflect special uses/circumstances

Q: Will the type (i.e. brand) of land use be shown?
A: Sources will be documented in terms of characteristics of that category (i.e. 24 hour convenience store vs 16 hour store). Branding info often not available.

C: The need to do a study for QSR's (quick serve restaurants) to show a lower rate than the mobility fee rate is a case of "guilty until proven innocent."

Q: How long will a trip generation study be good for? Forever?
A: One will be able to use it indefinitely.

**Parking Lot**

Provide background data by land use for percent diverted/captured trips.

STAKEHOLDERS MEETING
MARCH 3, 2016 3PM

Targeting 4/11 hearing before Planning Commission On Comp Plan and LDC changes

Mobility fee hearing in April

C: Effective date of mobility fee ordinance conditional on Comp Plan amendment effective date (+ 90 days)

Assessment of fees is the point at which it is determined if impact fees or mobility fees are assessed (if after effective date)

The County will provide draft timeline of anticipated adoptions and effective dates.

Office and industrial uses may be written down if targeted industry criteria are met
There are 4 pilot redevelopment areas (USF, airport, east of the port, 56th St/Harney area)

Write down within those areas and competitive sites won't include mini warehouse or medical office.
Buying down 100,000 sf office uses in competitive sites (50,000 sf in redevelopment areas). Won't be tied to jobs specifically, but rather the size of the facility.

Will pay 75% of the mobility fee up front based on the above criteria.
If targeted industry is satisfied and wage level jobs are created, then eligible for an additional reduction up to 25% based on a ratio of the jobs meeting the wage criteria.

Q: What about specific buildings?
A: Development can apply to be a competitive site if it meets criteria. (must be in inside urban service area (USA))
Proposed amount: $5 million/year.

For a mobility fee write-down, the agreement must go to the BoCC
A: Can the BoCC not approve even if the criteria are met?

New zones 2 and 4 follow the USA

Q: What about WVR-2 and RP-2, which are required to extend utilities outside the USA (to develop at 2units/acre)?
A: TBD

Buyback
$5 million/year, to be structured as a reverse auction. (up to $20 million max?)
Auction will occur once per year…$ will go to the lowest bidder(s)
Current credits will not expire in 10 years, maybe 20 years (consistent w Pasco County)

Q: How will you defend indexing?

Exemptions
Developments of Regional Impact (DRIs), specific approval only (phases)
Development agreements (DAs):for the term of the existing agreement

Q: How will rescissions be handled?

C: Consider the option to rescind and maintain entitlements
Essentially built-out agreements?

Approved DA's: for the life of the DA
New DAs will not be vested against mobility fees
Q: As of when?

Proportionate share agreements vested for 7 years from the adoption of the agreement
C: Should be 7 years after the approval the mobility fee ordinance.

Based on 1 year preliminary plan vesting
2 year site plan approval
2, 2 year extensions

Q: Platting?
A: If you platted after 2011, you would be eligible for the lower fees.

C: Construction plans in the system that are complete will pay lower fees for 7 years from approval of the proportionate share agreement.

Q: What if there isn't a prop share agreement?

Outstanding
WVR-2, RP-2
7 year period
Processing of existing, pending agreements
Buy backs
Vesting (DA's / prop share / platting with and without agreements)
Internal capture in shopping centers vs standalone ITE rates

**Parking Lot**

Provide proposed Comp Plan amendment

Provide timeline of all target dates (LDC, Comp Plan, Impact Fee Update, Mob fee, etc.)

Provide economic incentive/buydown criteria

Buyback of offsets to be developed and presented to board

Review/sort out timeline of when mobility fee becomes effective based on approval cycle

Develop a memo re: grandfathering/vesting, etc.

STAKEHOLDERS MEETING
MARCH 3, 2016 6PM

Q: Where did commissioner Hagan's incentive cost numbers (from a previous workshop) come from?

Q: How will the County ensure that the spaces will be filled (i.e. jobs created)?
A: There will be some (leases), but not complete assurance. The County can always readjust the program requirements.

Q: What about medical related uses such as CAMLS?

C: I think the difference between regular office /industry and QTI office/industry is not great enough. Consider more incentive for QTIs.

C: Need to consider ensuring RP-2/WVR-2 development meets "2nd tier" standards to qualify for lower rate.

C: Show how many credits are currently in each zone (summary)

Q: What about registration of credits and credit expiration?

Q: Does Pasco have a buyback program?

C: Consider using backback program as justification for credit sunsetting.

Q: Should we target buybacks to areas which are growing the quickest?

Equity adjustment
C: Keep in mind the public's desire for reasonable assurances that grandfathered projects will expeditiously move forward

The County is looking at indexing the fee.

**Parking Lot**

Considering assessment associated with Urban Service Area for RP-2 and WVR-2 (redraw mobility fee district 4 to include?)

Show/publish impact fee credits by zone

BoCC workshop 3/9

Mobility Fee Focus Group 3/22/16 11AM

| | Name | Email Address |
|---|---|---|
| 1 | Rob Fulp | rfulp@lincks.com |
| 2 | Ron Weaver | rweaver@stearnsweaver.com |
| 3 | Jennifer Dorkel | jennifer@tbba.net |
| 4 | Vicki Castro | vcastro@wgianalytics.com |
| 5 | Bill Roberts | Broberts@bhhsflpg.com. |
| 6 | Isabelle Albert | ialbert@genesisgroup.com |
| 7 | CLATTON BRICKLEMYER | CLATTON@TBRICKLAWGROUP.COM |
| 8 | David Mechamik | ON File. |
| 9 | Jake Cremer | jcremer@stearnsweaver.com |
| 10 | Kami Corbett | kcorbett@foley.com |
| 11 | Vin Marchetti | vmarchetti@stearnsweaver.com |
| 12 | JJ SCHOEN | JESCHOEN@ARTHORTON.COM |
| 13 | | |
| 14 | | |
| 15 | | |

STAKEHOLDERS MEETING
MARCH 22, 2016 11AM

Concern of industry conflict with April 20th hearing date. Several industry members not in town April 20th.

10 day review period is not enough time to review a final draft ordinance

Targeting April 20th hearing.

Too many outstanding issues to make the April 20th

1. Residential Planned 2 (RP2)
2. Grandfathering
3. Buyback
4. Vesting
5. Major roads on Corridor preservation plan, without a development agreement: not creditable? (Staff decision?)
6. Fees too high

County could look for a time to have group meet with drafting attorney

Other technical and rate issues exist

Buyback issues:

1. Proposal does not seem to be robust enough to tackle outstanding credit issues
2. Development community is looking buy back of Impact Fee credits to the amount of $50-60M over 18 months.

Residential Planned 2

C: If you develop to village standards, you get urban rates; if developed at 1unit/5 acres, you get rural rates.

Grandfathering

C: In lieu of grandfathering, looking at an overall ramp up of fees over a 5-8 year period, incrementally 5 year could be 30,50,70,90,100

C: In grandfathering scenario we would still need to identify a point in time when you qualify for new vs old fee structure

Use vested rights process of land use hearing officer for grandfathering.

C: Ramp up won't work if grandfathering is also applied.

C: No sun setting of impact fee accounts

DRIs vested for specifically approved phases only (not conceptual phases), if current on terms of DO

Alternatively consider grandfathering in addition to ramp up

**Parking Lot**

Determine when Tyson (author of the ordinance) can meet with stakeholders.

Mobility Fee Focus Group 3/22/16 6PM

| | Name | Email Address |
|---|---|---|
| 1 | Joe Odda | joeodda@hotmail.com |
| 2 | Vivian Bacca | vivbacca@aol.com |
| 3 | Kent Bailey | Kent.Bailey@Florida.Sierraclub.org |
| 4 | ED BARNES | EBARNESSCC@AOL.COM |
| 5 | PAUL THIBAULT | PAUL.THIBAULT@florida.sierraclub.org |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | | |
| 10 | | |
| 11 | | |
| 12 | | |
| 13 | | |
| 14 | | |
| 15 | | |

STAKEHOLDERS MEETING
MARCH 22, 2016 6PM

BoCC workshop: Thursday at 2PM
Workshop will be on mobility fees with public comment

Outstanding issues:
- Grandfathering
- Buyback program
- Perception of rate being too high

C: comparing development fees with other communities who have different tax structures is comparing apples to oranges

Public hearings planned for
- Comp Plan amendments
- Economic development incentives
- Land development code changes
- Ordinance changes (mobility fee/impact fee/buyback program)

April 6th: the date to set the April 20th BoCC action/public hearings

State requires 90 days (after adoption) before new fees could go into effect (mobility fee ordinance)

Will provide Comp Plan transmittal and adoption hearings schedule

Land Development Code changes will track with the Comp Plan Amendment

Buyback
- Approx. $90 million outstanding, considering use of purchased credits affordable housing or economic development projects

C: Buying credits and then reusing them perpetuates cash flow problems, leaving even less money for improvements.

C: The other option is the County writes a check to offset fees for incentivized projects.

C: Fee district portability scheme is giving credits in zones for projects built in other zones (fairness issue)

C: $5 M in buybacks is too little, need to get those off the books sooner.

C: We shouldn't pay more than 50 cents on the dollar

C: Difficulty is, if we can find $60-80M, why wouldn't we use it on projects instead?

C: Credits do not expire? Would like a legal reference/explanation

C: Need to specifically target where to buy the credits

C: If fees do not expire, then consider no buy back, since we are already expanding their credit marketability.

C: The improvements were made in a zone and don't move, so why should the credits?

Need to demonstrate to people what they have gotten for the credits.

There is no proposal to index the credits

Still concerned about quality of life issues

Considering ramping up fee over a 5 year period in lieu of grandfathering specific uses (30,50,70,90,100)
- Fared better financially
- How have other communities handled this?
- How many credits are in the 11 agreements?

Can there be new RP2/WVR2 districts?

**Parking Lot**

Schedule and timelines to go out (tomorrow?)

Provide revenue projections, looking at ramp up vs grandfathering

11 DA's that are exempt from mobility fee: determine revenue from these

Determine if there will not be any more opportunities to create RP2's