



MOBILITY FEES IN PASCO COUNTY

Objectives Today

- History
- Overview of Pasco County Mobility Fees
- Overcoming Objections to Mobility Fees

Motivating Factors

- \approx 48% of Pasco County workers employed outside of Pasco County boundaries – Highest % in Region
- \approx 12% Unemployment – Highest % in Region
- Highest impact fees in Region
- Unsustainable Growth Patterns and Tax Base

History-2006

- 2006 Comprehensive Plan
- Creation of Town Centers and Employment Centers
- Adoption of Town Center/Traditional Neighborhood Development Ordinance

History-2007/2008

- Creation of TBARTA
- Urban Land Institute Report
 - Market Areas
 - More Predictable/Less Time Consuming Transportation Mitigation System
 - Focus on Transit Oriented Development and Traditional Neighborhood Development

History-2009

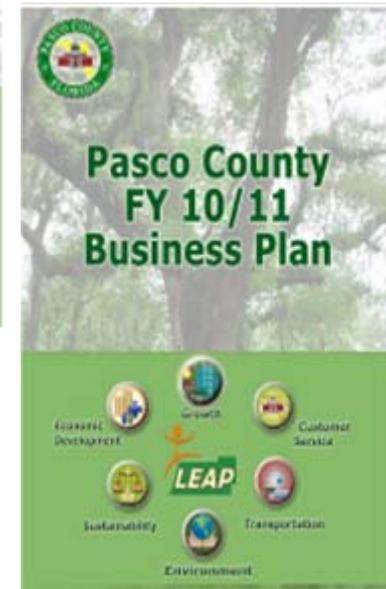
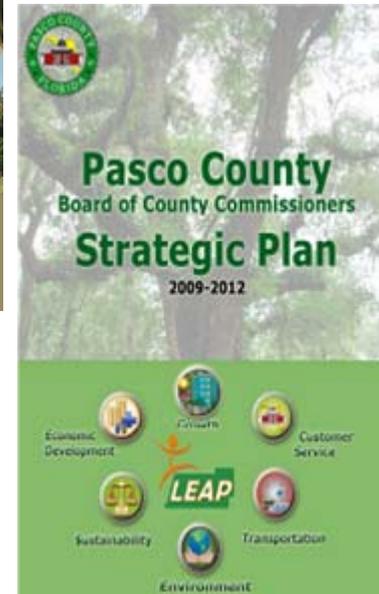
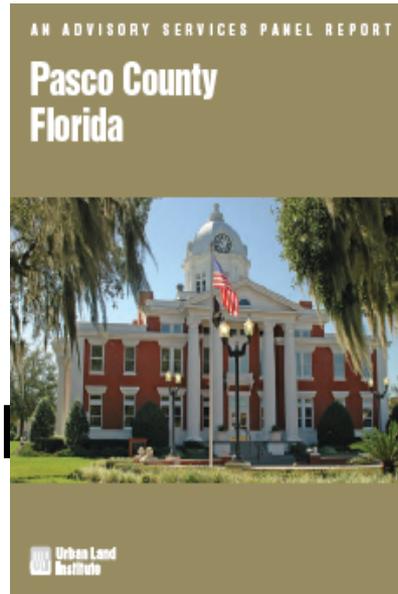
- SB 360
 - Dense Urban Land Area/Urban Service Area Exemptions
 - Mobility Fees
 - DCA/FDOT Joint Report
- TBARTA Adopts Master Plan
- Pasco MPO Adopts 2035 Long Range Transportation Plan

History-2009

- Board Adopts Strategic Plan
 - Concentrate Future Growth in Urban Service Area
 - Mobility Fees in Place by 2012
 - New Transportation Funding Sources—Tax Increment
 - Focus on Job Creation
 - Innovation Encouraged

Building on Progress

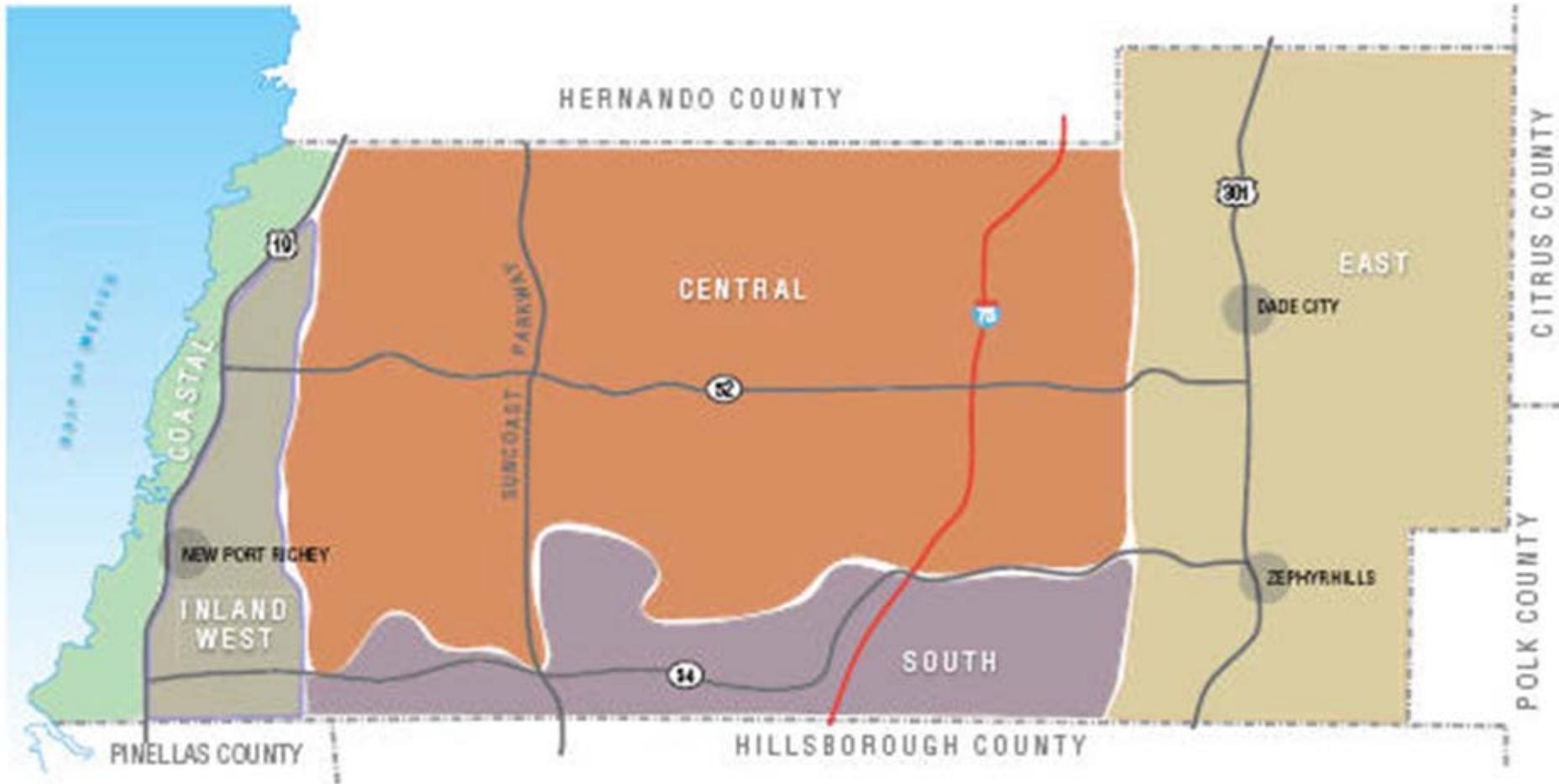
- ULI
- Strategic Plan
- Business Plan



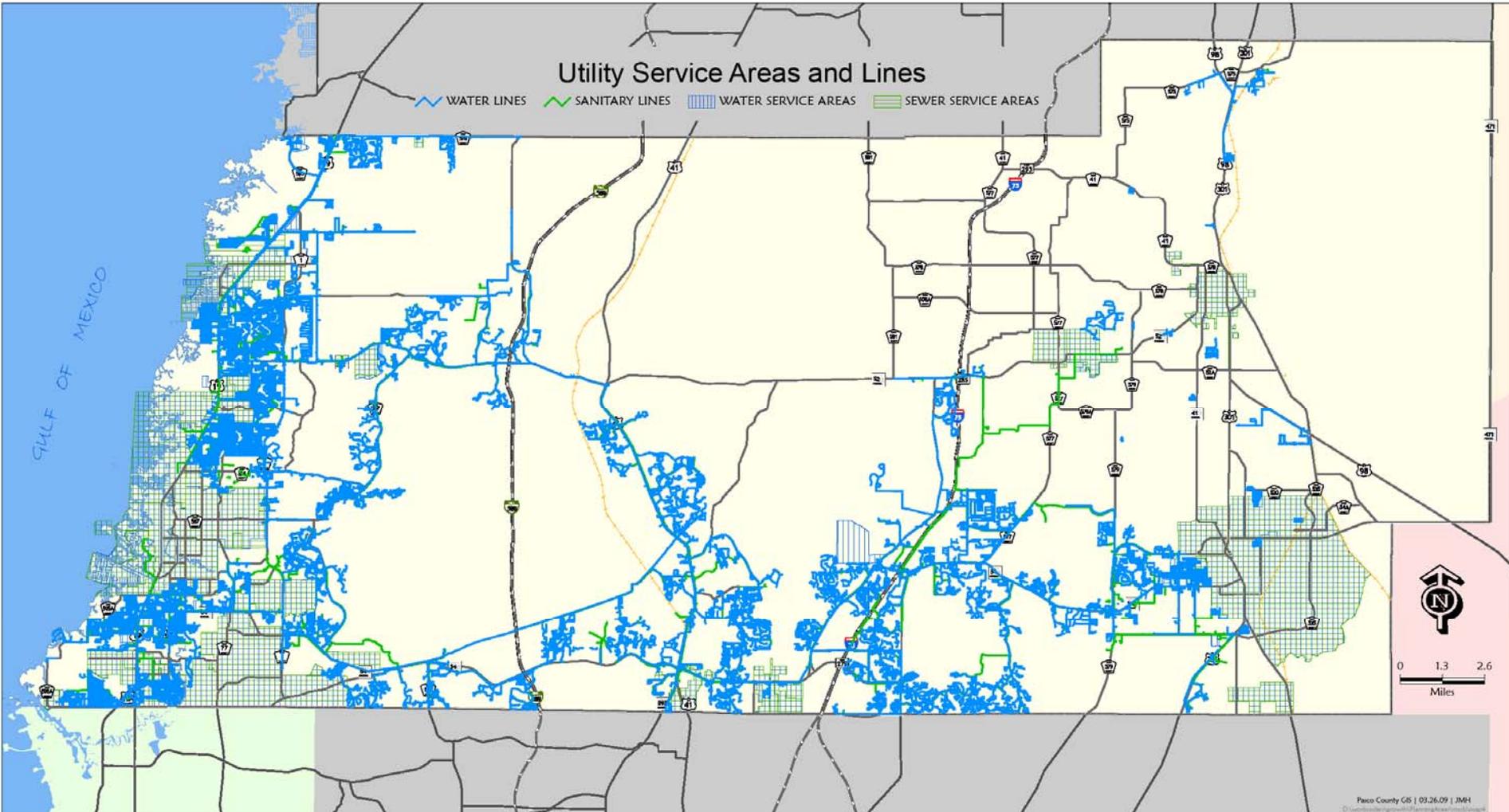
Market Area Planning



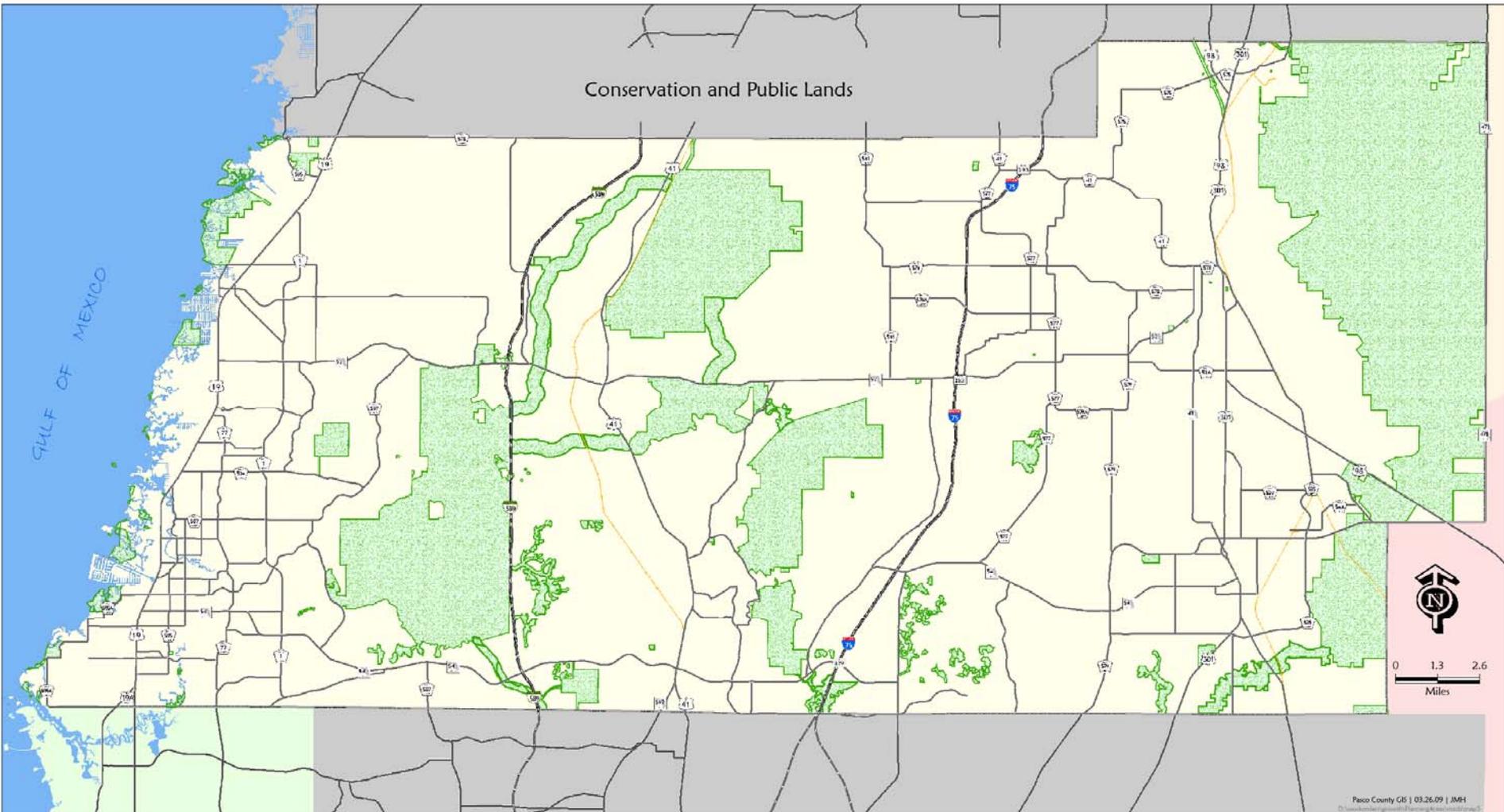
ULI Market Area Analysis



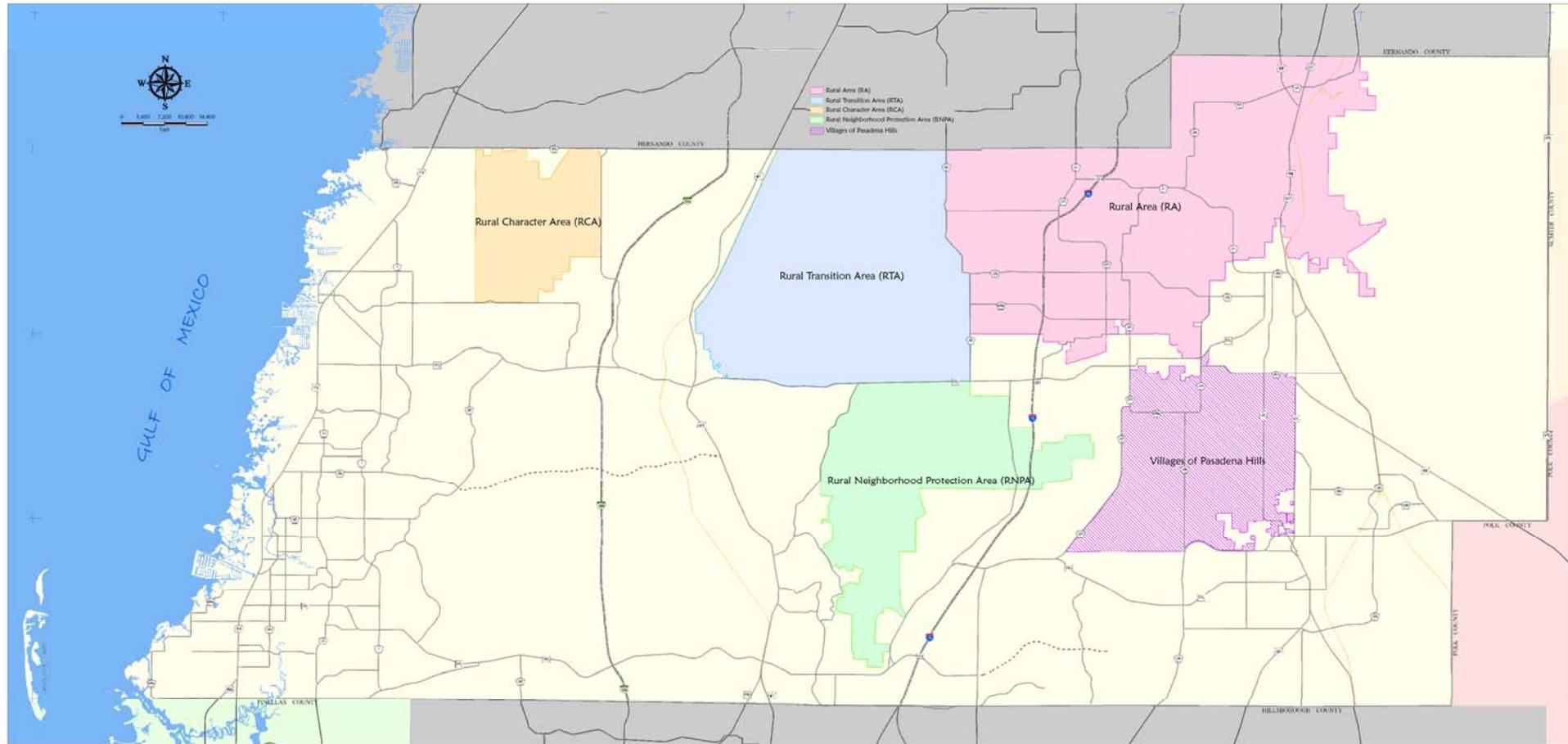
Water and Sewer Service Areas and Lines



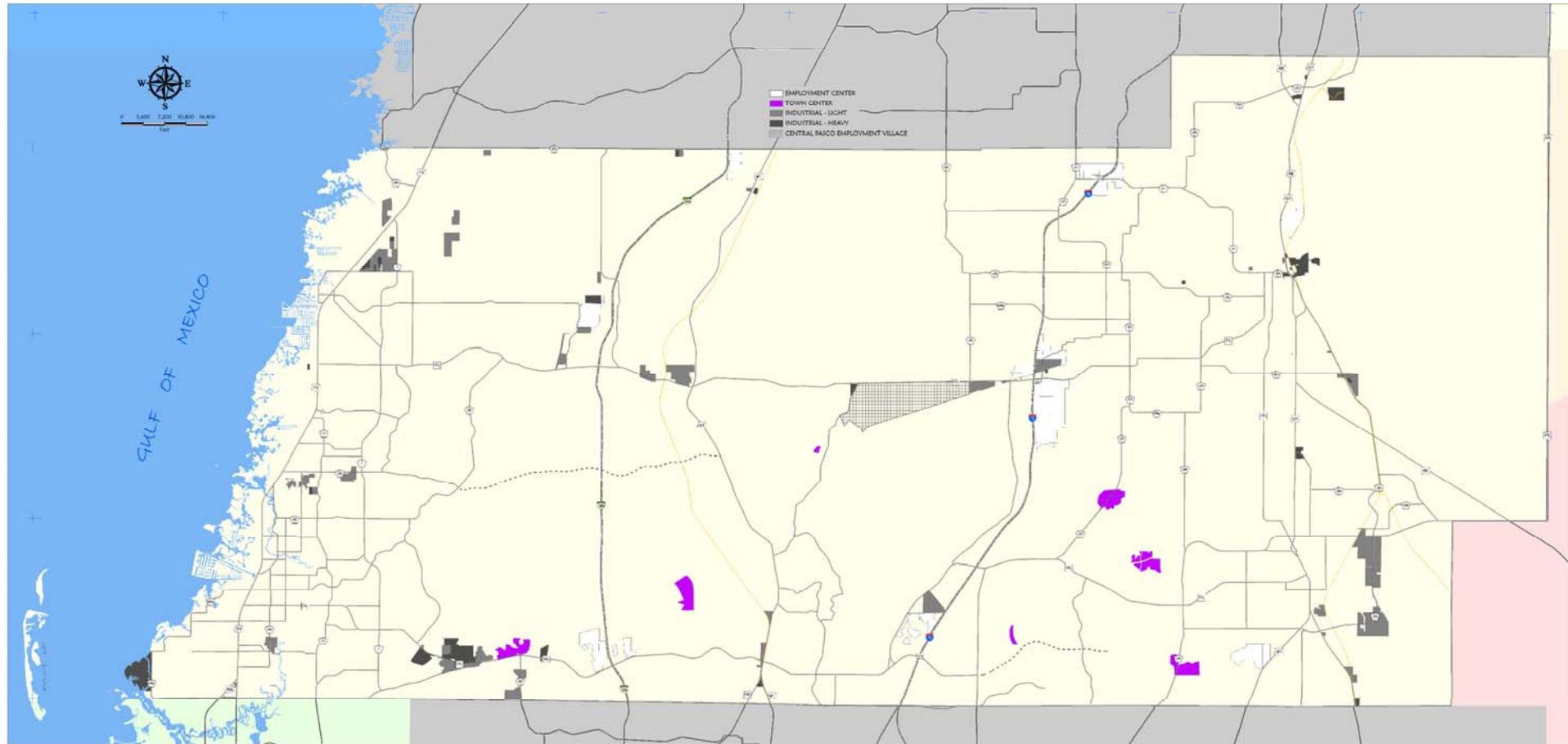
Public Lands/Conservation



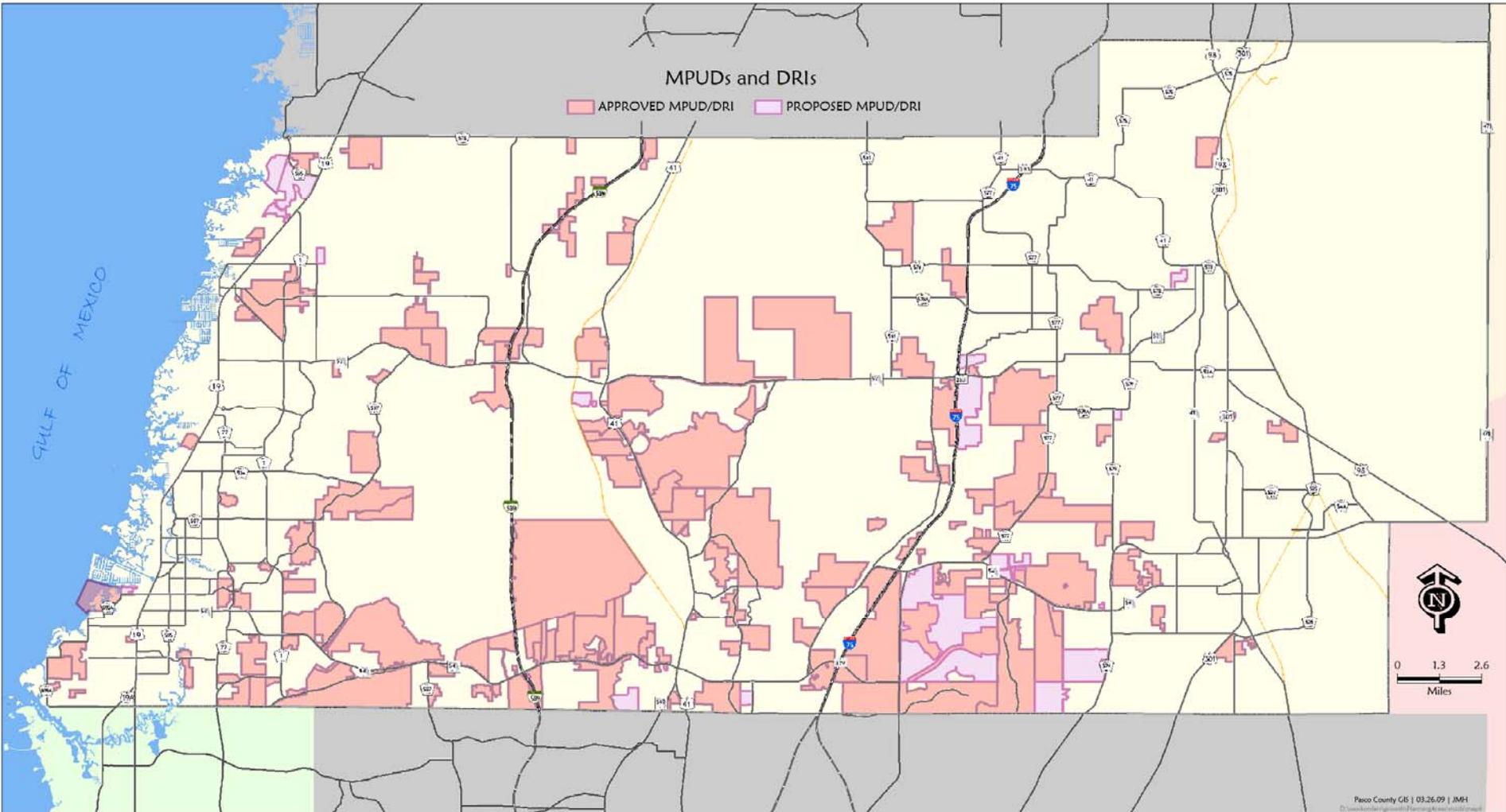
Rural Areas and VOPH

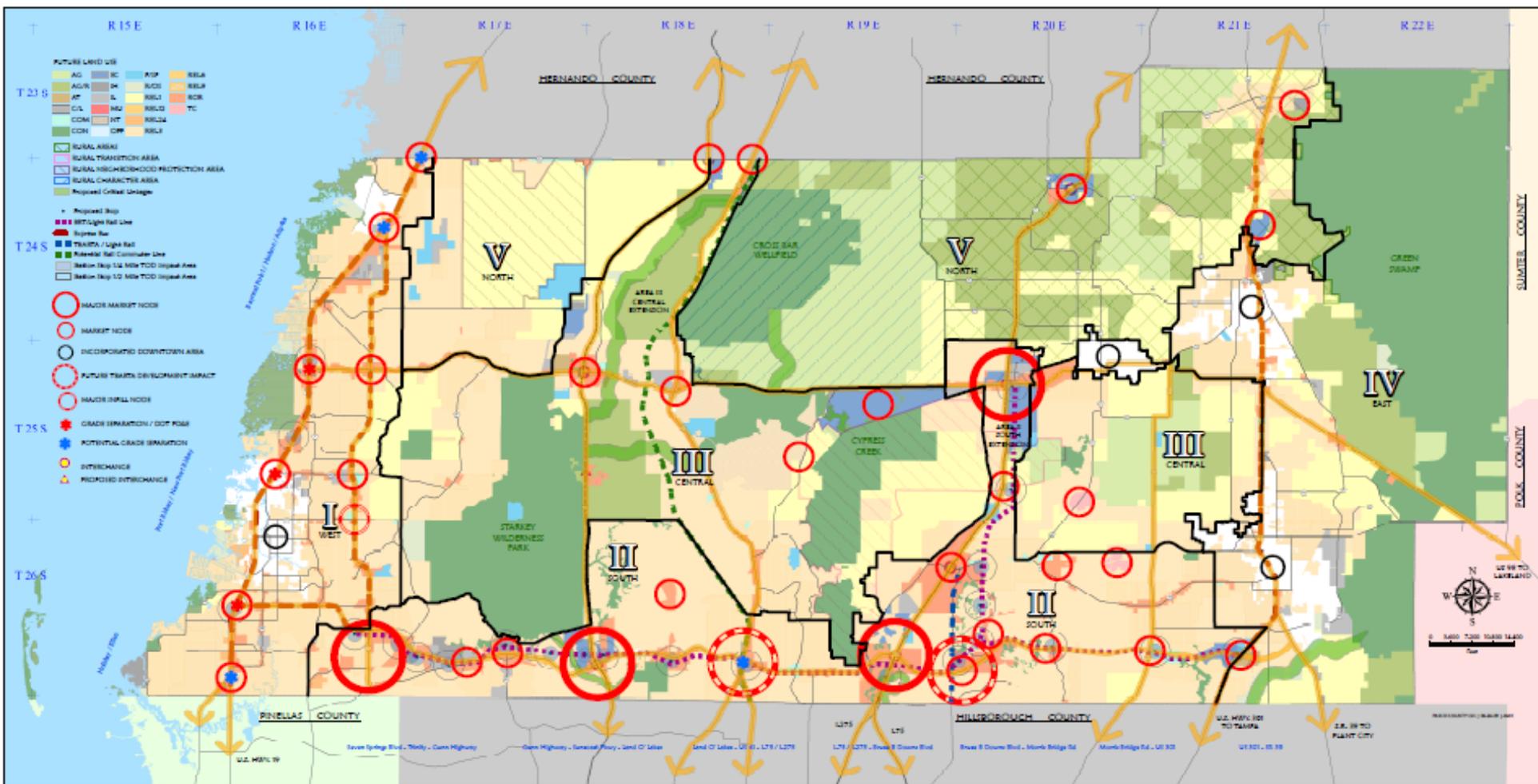


EC, TC, IL and CPEV



Current MPUD's & DRI's

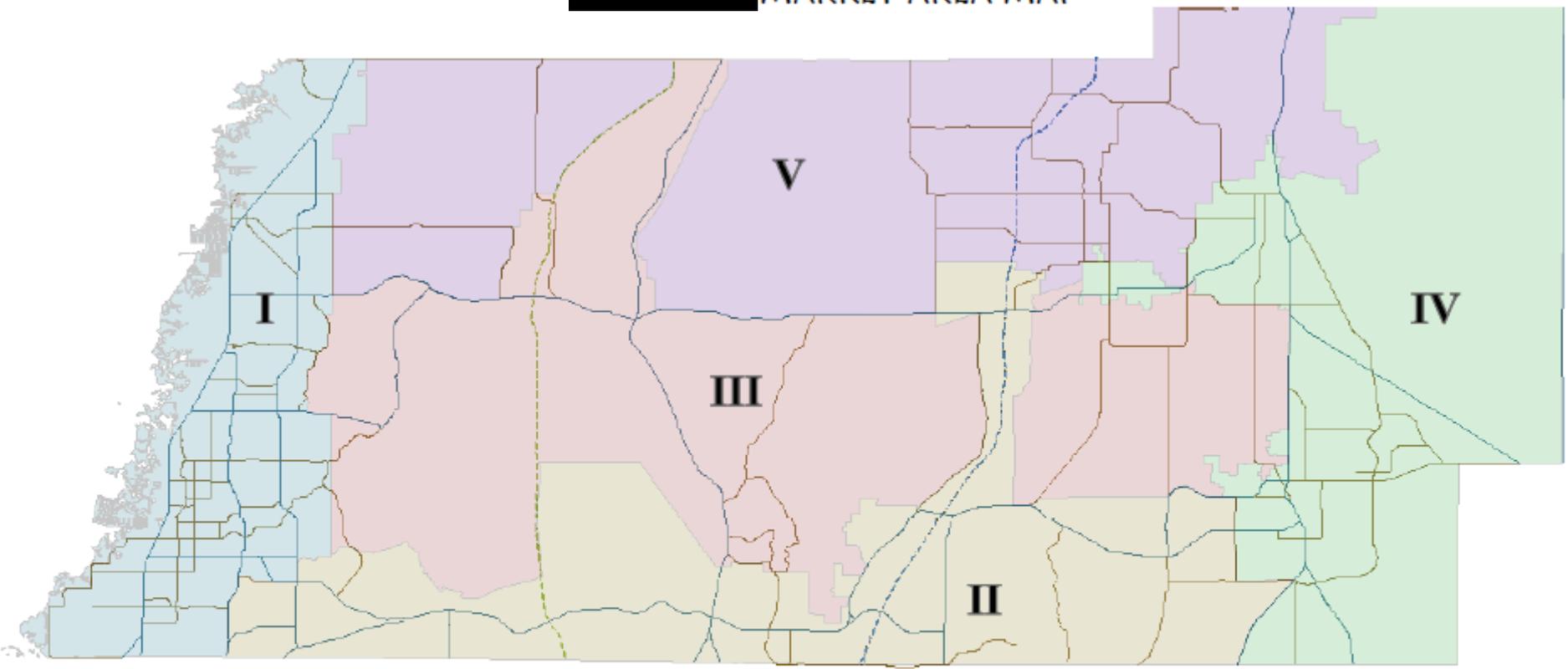




PASCO COUNTY MARKET AREAS

Area I West Urban Coastal/Inland Area, with redevelopment and infill opportunities.
Area II South Urban Gateway Opportunity Area, with vertical TOD (Transit Oriented Design) and employment with higher density TND housing and communities.
Area III Central Suburban, with conservation lands, some town centers, and TND
Area IV East Two small cities with conservation, creating a rural to suburban character with employment and airport access
Area V North Rural, with activity centers, employment nodes, and village centers at strategic locations

MARKET AREA MAP



Legend

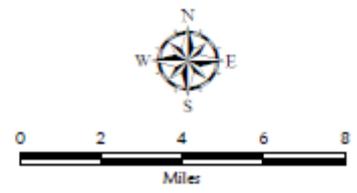
Market Area Boundary

- I. West
- II. South
- III. Central
- IV. East
- V. North

Roads

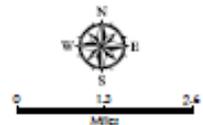
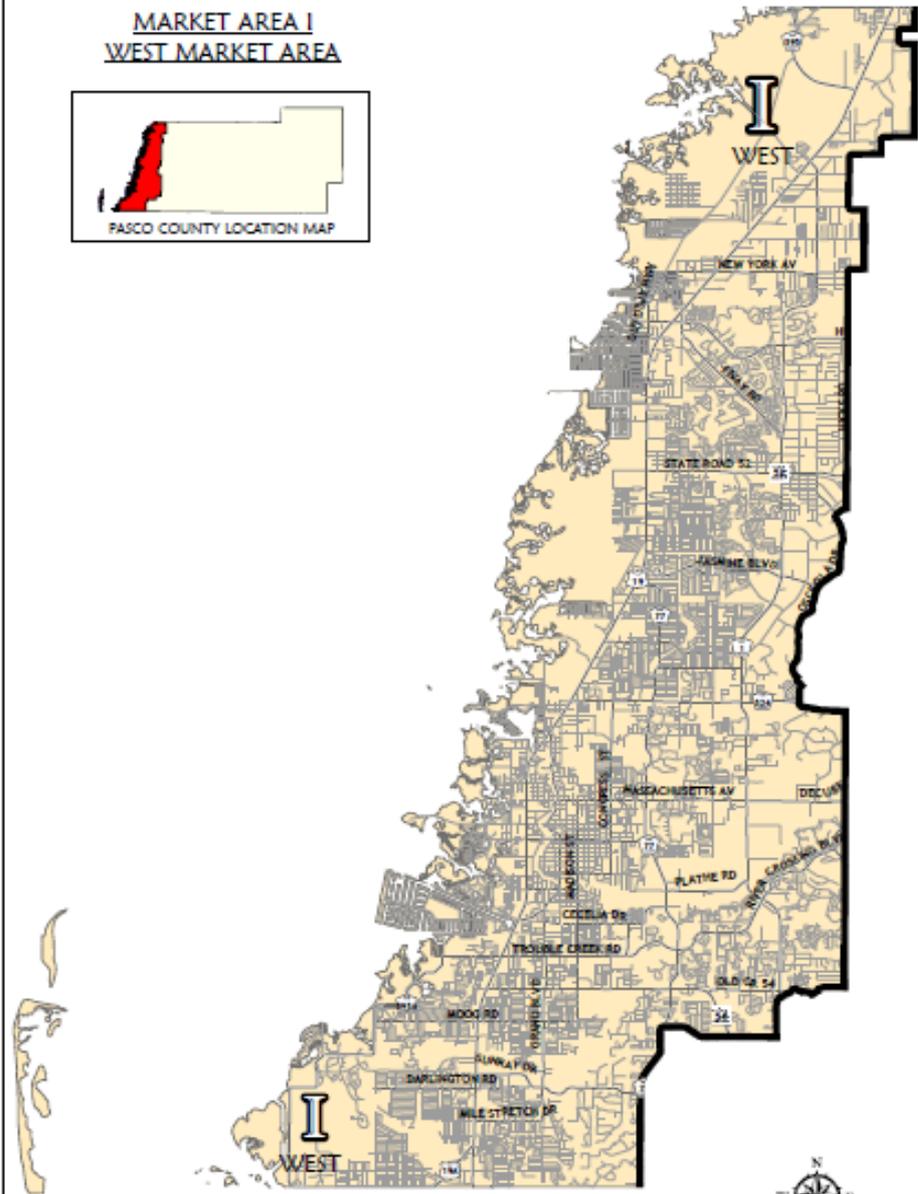
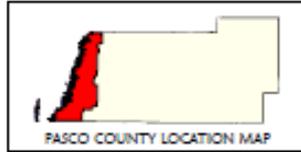
TYPE

- Arterial
- Collector
- Interstate
- Toll

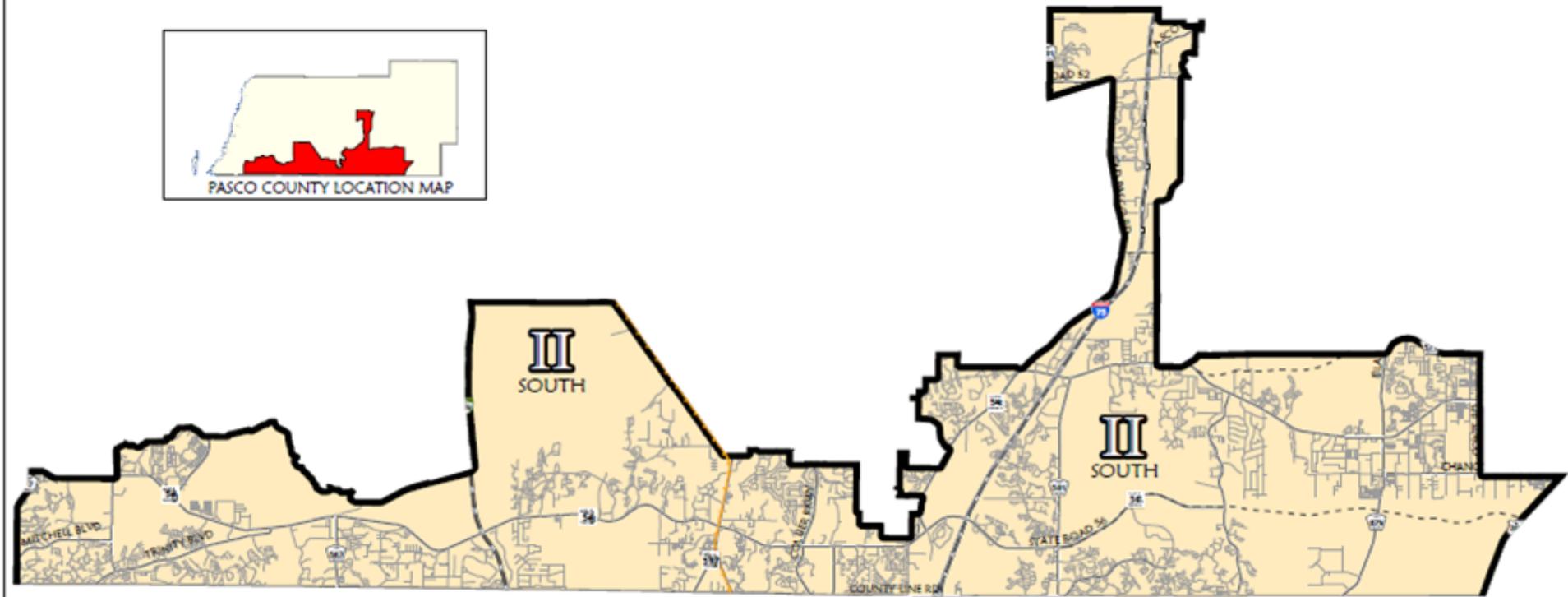
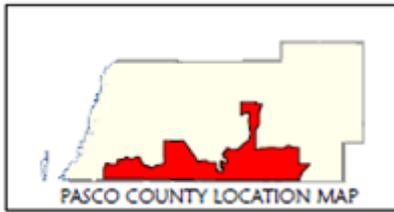


Pasco County PCM | 1.4.10 | QHU

MAP 2-17
MARKET AREA I
WEST MARKET AREA

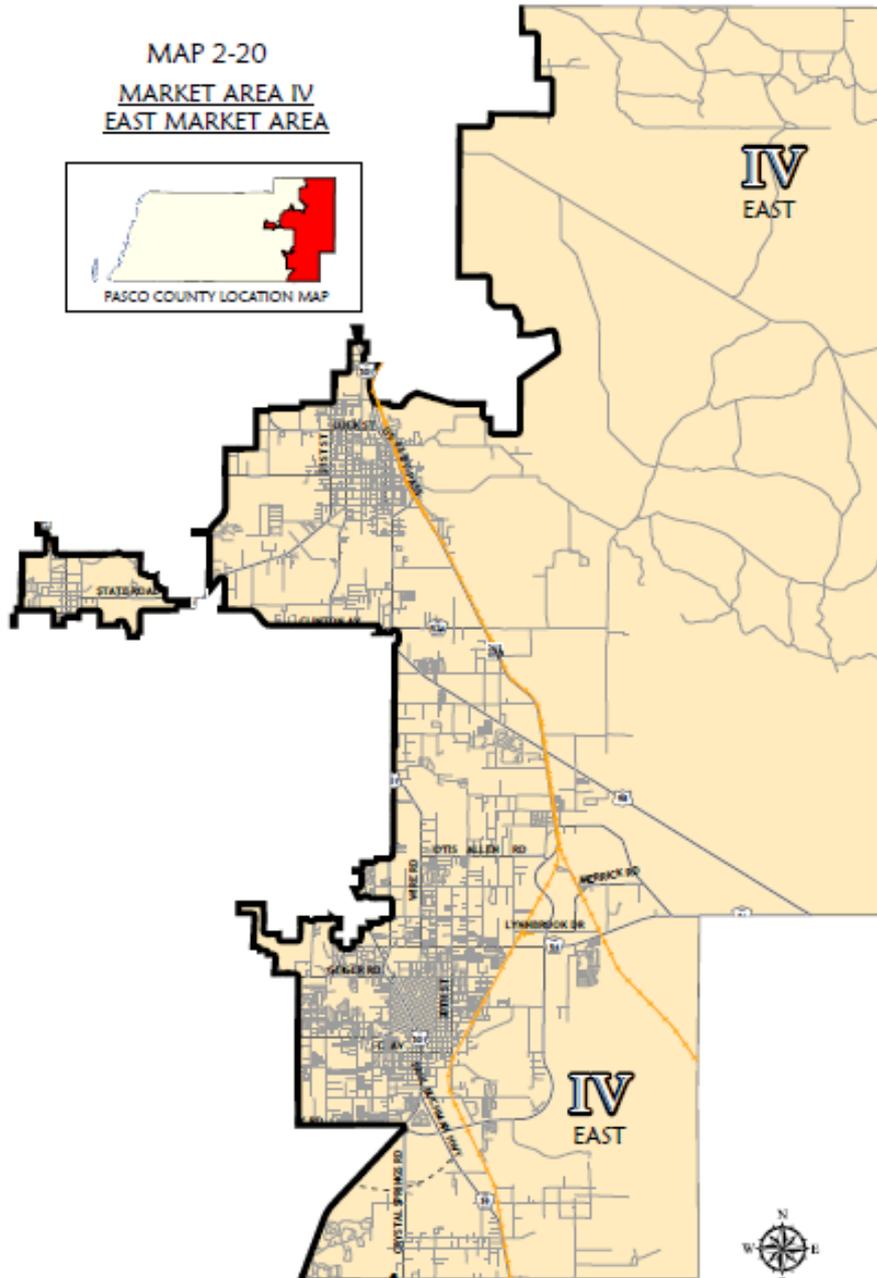
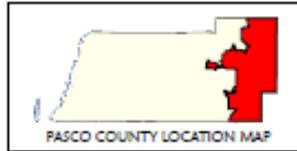


MAP 2-18
MARKET AREA II
SOUTH MARKET AREA

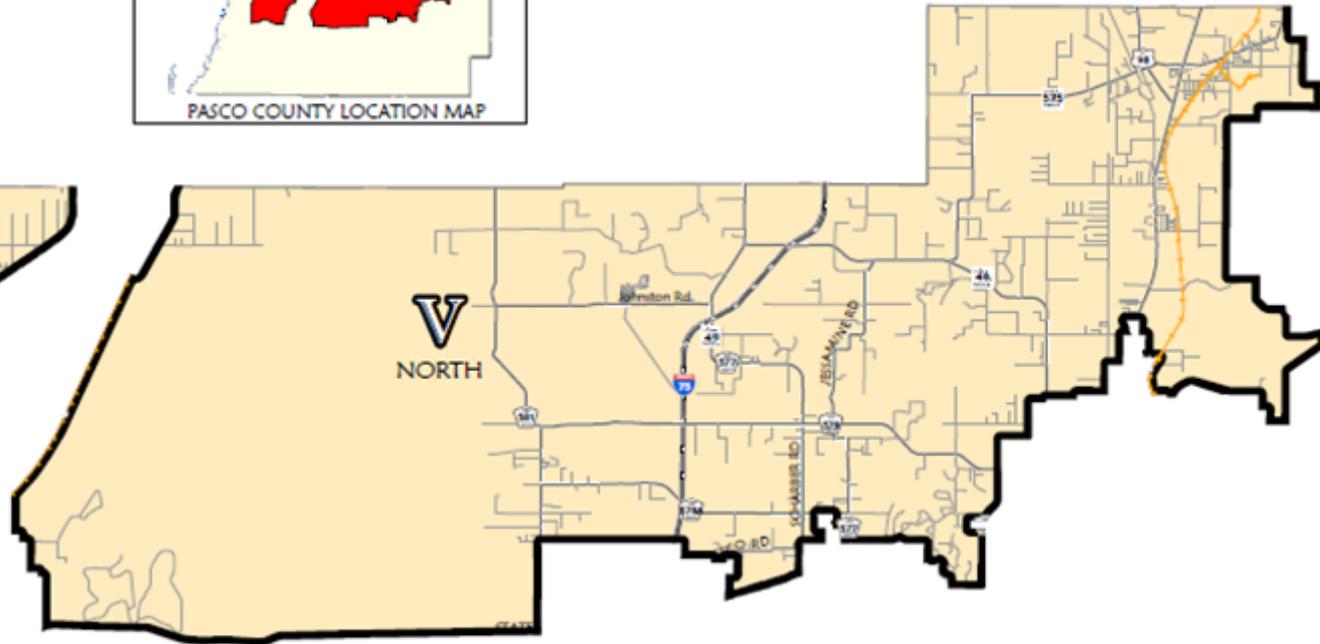
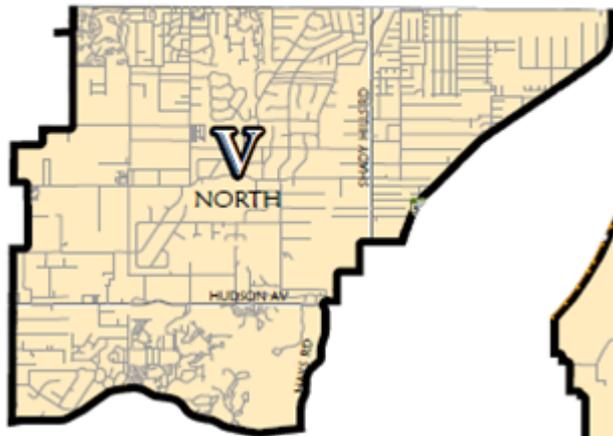
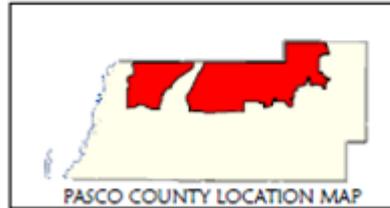


PASCO COUNTY GIS | 07.27.10 | JMH
Citywide Borders, Growth Planning, Urban, and Rural Road Only (C11)

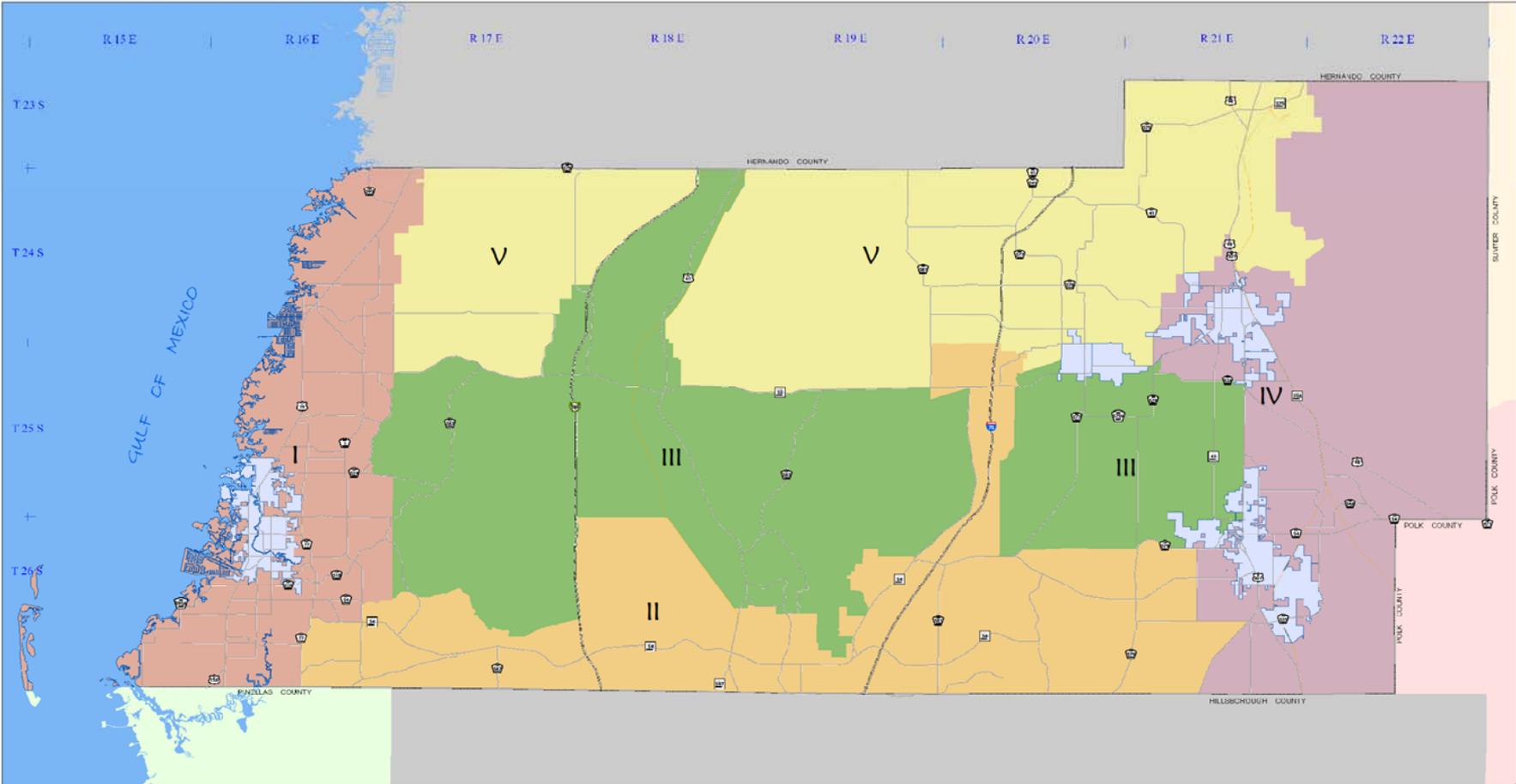
MAP 2-20
MARKET AREA IV
EAST MARKET AREA



MAP 2-21
MARKET AREA V
NORTH MARKET AREA



Market Areas



MARKET AREAS

- I. WEST
- II. SOUTH
- III. CENTRAL
- IV. EAST
- V. NORTH

INCORPORATED CITY LIMITS



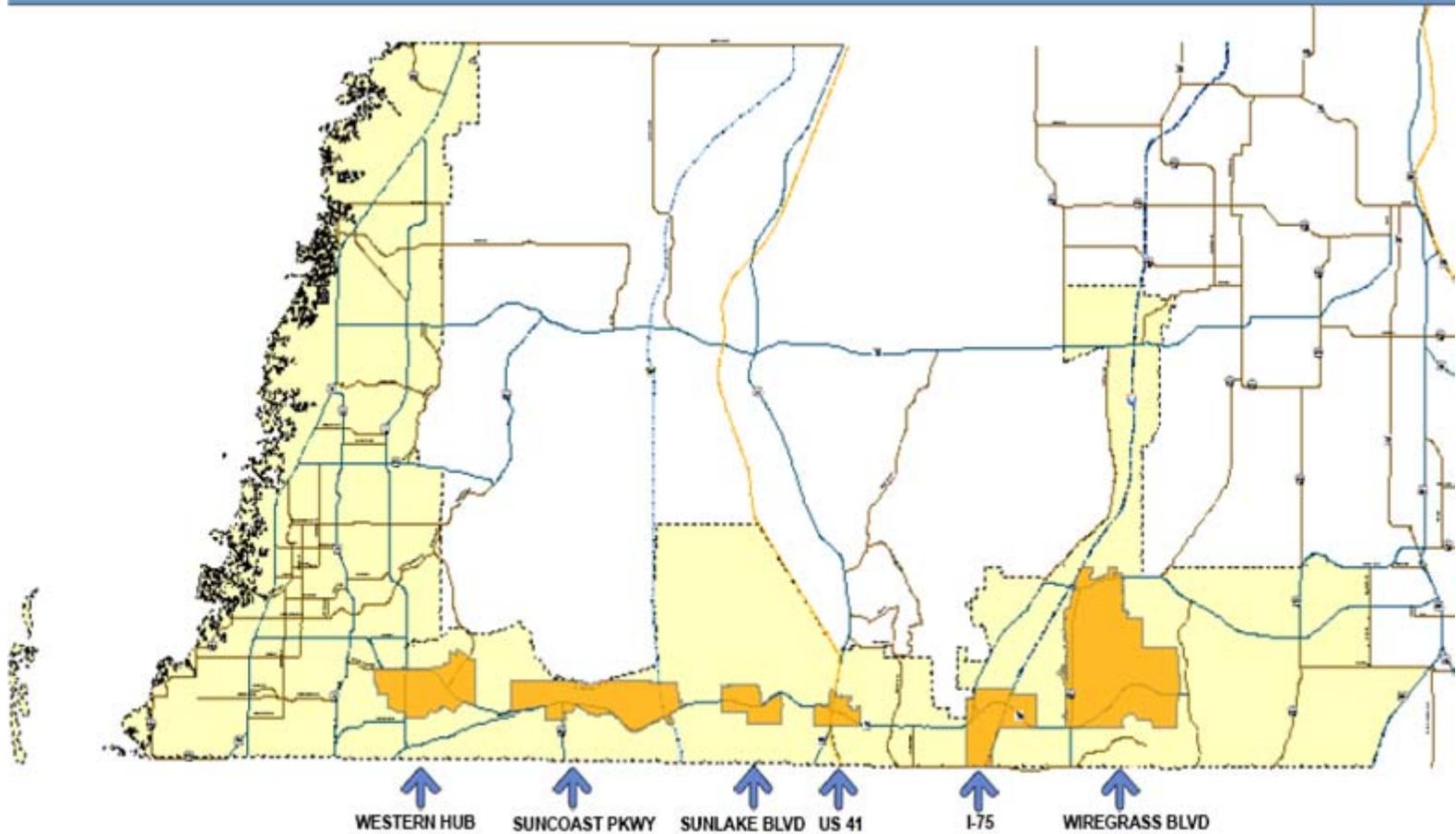
0 1.4 2.8 4.2
Miles

History-2010

- Market Areas and Market Area Strategies Adopted into Comprehensive Plan
- Urban Service Area/Transportation Concurrency Exception Area Adopted
- Transit Oriented Development Conceptual Locations and Standards Adopted into Comprehensive Plan

Transit Oriented Development

MAP 2-24 TRANSIT EMPHASIS CORRIDOR WITH TRANSIT CENTER OVERLAY



Legend

- Transit Emphasis Corridor Boundary
- Transit Center Overlay

- Roads
- | | |
|--------------|---|
| Collector | — |
| Interstate | — |
| Artorial | — |
| Toll | — |
| CSX_railroad | — |
- TYPE

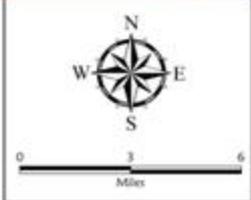
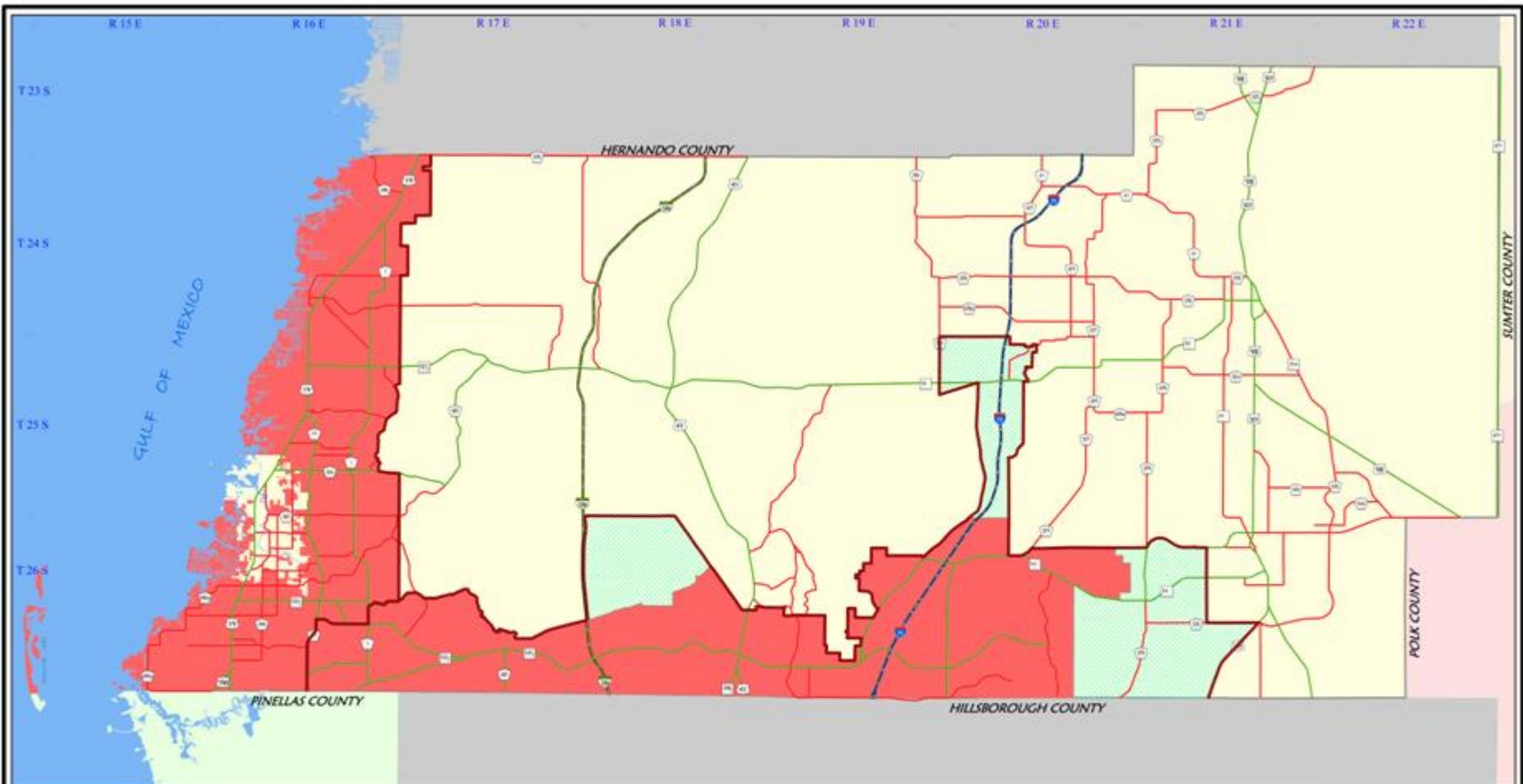


Pasco County PGM | 7.27.10 | QHJ



History-2011

- March--Board Chose Prototype Mobility Fee
 - Relies in part on Tax Increment Financing
 - Ordinances and Full Fee Schedules within 90 days
- Urban Service Area Approved by DCA



URBAN SERVICE AREA

-  Urban Concentration Area
-  Urban Service Expansion Area
-  Urban Service Area

THE COMPREHENSIVE PLAN
OF UNINCORPORATED
PASCO COUNTY



MAP 7-37
URBAN SERVICE AREA

Plan 04 | 04.27.11 | JMB

History-June 2011

HB 7207 (Community Planning Act)

- Transportation Concurrency Optional
- Less State Oversight
- Favorable Language for Mobility Fees

July 12, 2011

- Adopted a Multi-Modal Mobility Fee that Helps Implement 5 Years of Planning Concepts

July 12, 2011

- One of the First Counties in Florida/United States to Adopt a Mobility Fee
- Innovative
- Promotes Smart Growth
- Promotes Economic Development
- Could be Model for other Communities

Ordinance - Overview

- Replaces transportation impact fee with a mobility fee
- Assesses Capital Costs for
 - Roads
 - Transit
 - Bicycle/Pedestrian Facilities
- Operation and Maintenance Costs Excluded

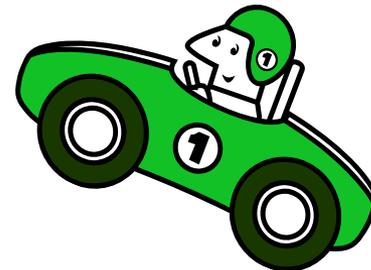


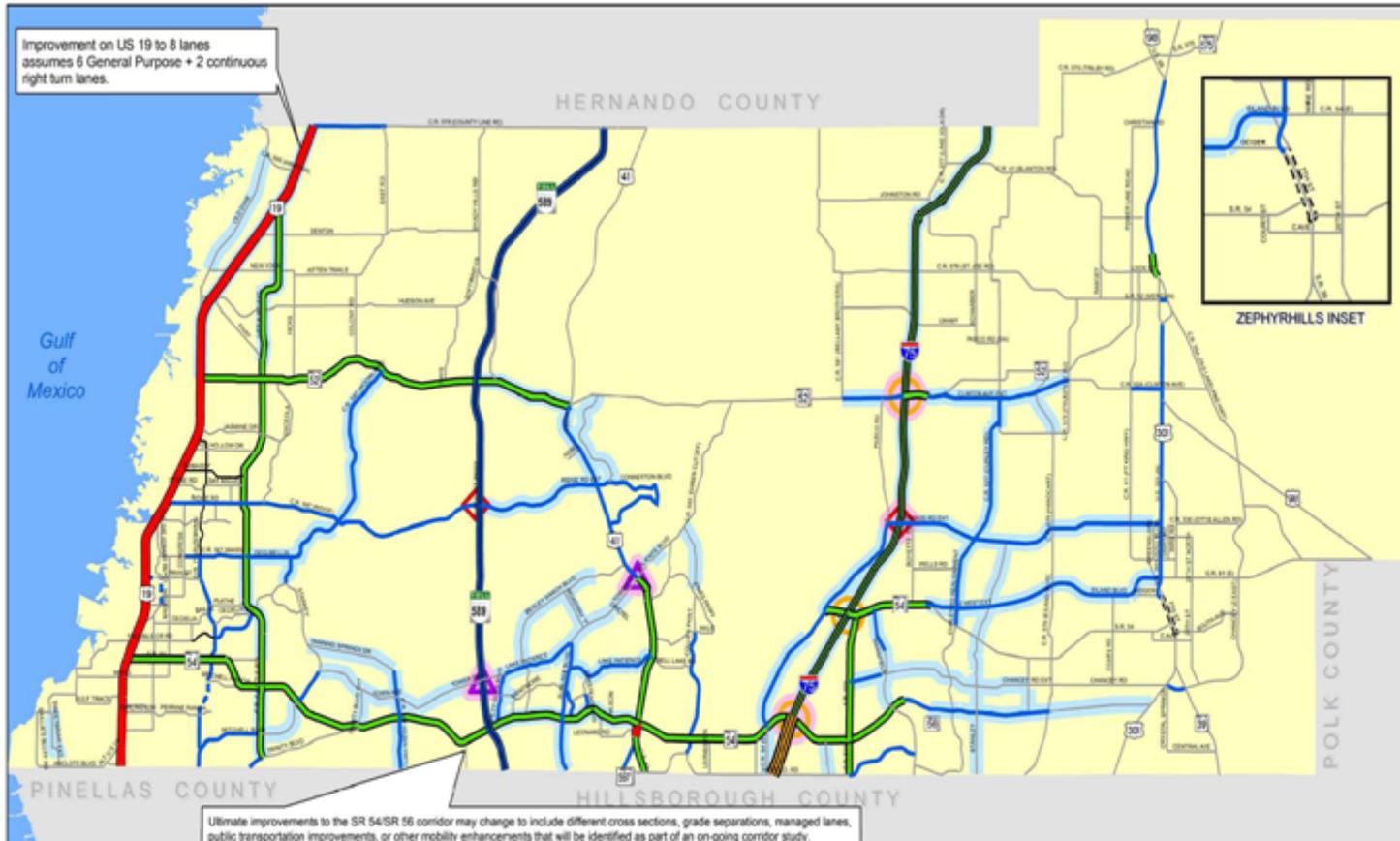
Overview - TCEA

- Creates and implements Transportation Concurrency Exception Area for Urban Service Area Based on Mobility Fee
- Subsequent Comp Plan and Code Amendments Will Replace Transportation Concurrency with Mobility Fee County-wide

Overview - LRTP

- Adopts MPO 2035 Long Range Transportation Plan as Mobility Plan





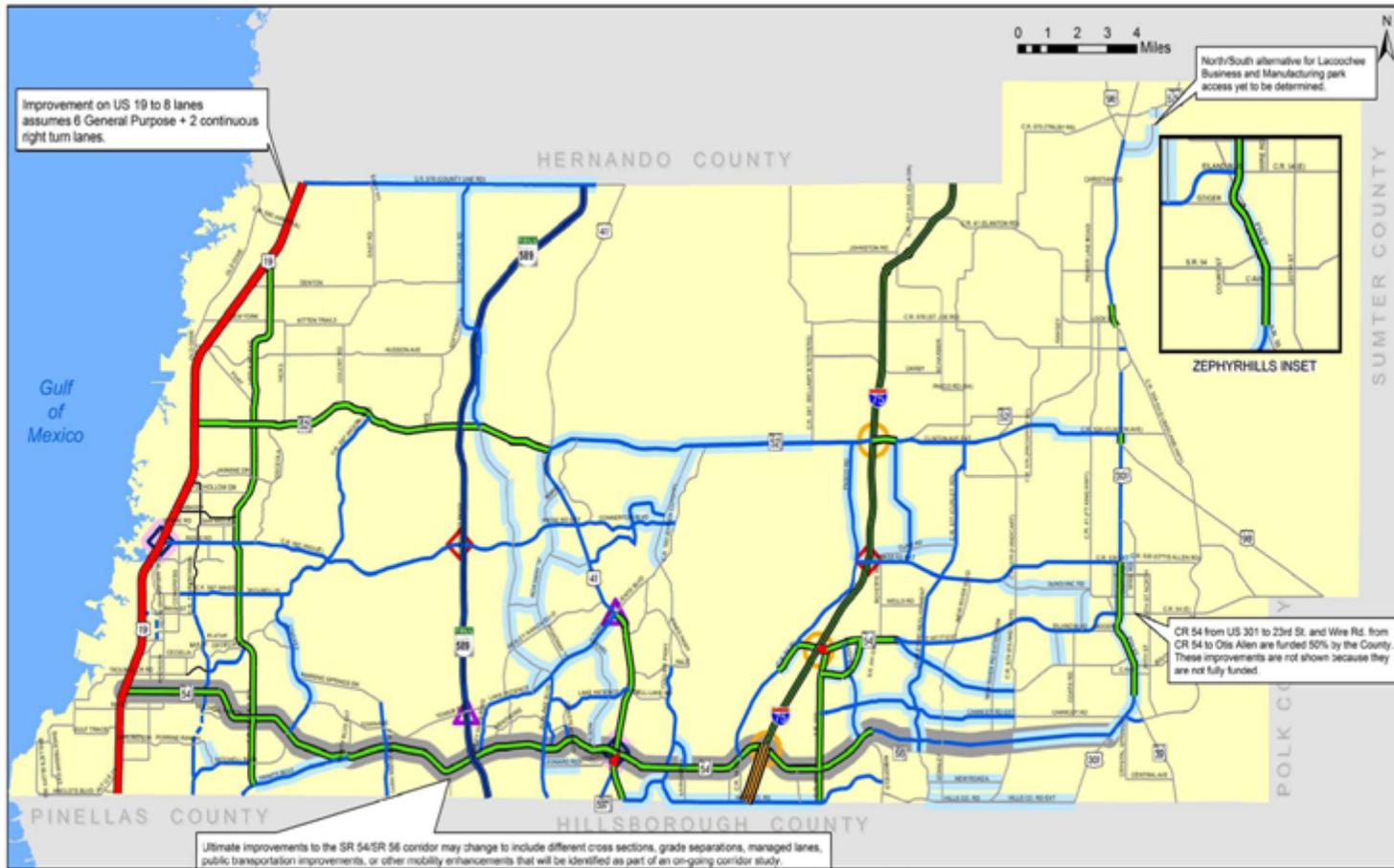
Map 7-2a: Pasco County 2035 LRTP - 2025 Cost Affordable 2015-2025 Roadway Improvements

This map includes the improvements that are cost affordable during 2015 to 2025 and the number of lanes by 2025. The blue highlights indicate roadways that will be improved by 2025.

- Roadways with Improvements (2015-2025)
- Interchange/Overpass Improvements (2015-2025)
- ▲ Overpass
- ◆ Interchange
- Interchange Reconstruction

ROAD TYPE	NUMBER OF LANES (General Purpose)						
	2	3	4	6	8	10	12
One-Way	---	----	-----	-----	-----	-----	-----
Undivided	---	----	-----	-----	-----	-----	-----
Divided	---	----	-----	-----	-----	-----	-----
Freeway	---	----	-----	-----	-----	-----	-----



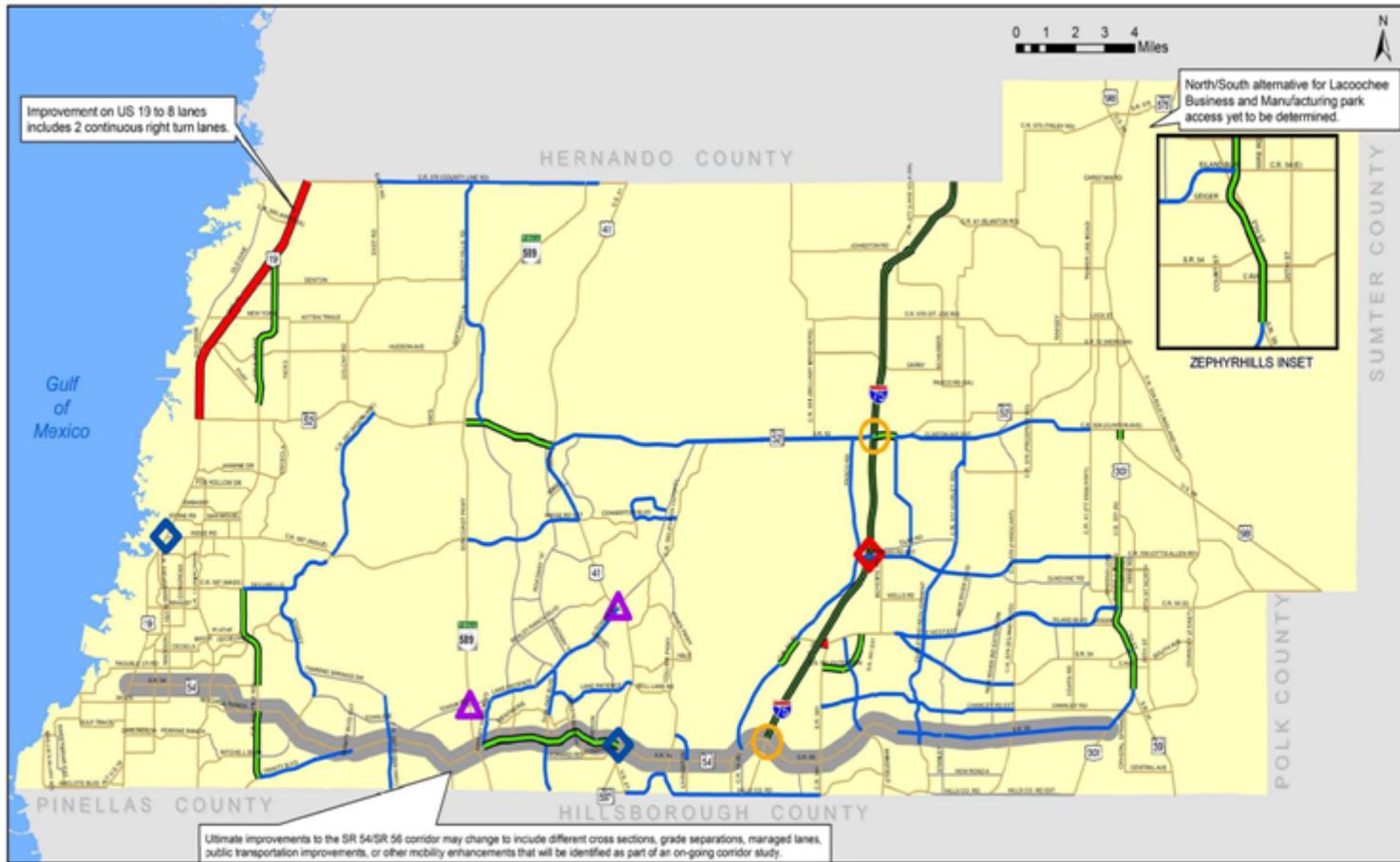


Map 7-2b: Pasco County 2035 L RTP - 2035 Cost Affordable 2026-2035 Roadway Improvements

This map includes the improvements that are cost affordable during 2025 to 2035 and the number of lanes by 2035. The blue highlights indicate roadways that will be improved by 2035.

- Improvements (2026-2035)
- Interchange/Overpass Improvements (2026-2035)
- Interchange
- Overpass
- Grade Separated Intersection
- Interchange Reconstruction
- Managed Lanes (Improvements to be determined by FDOT Study)

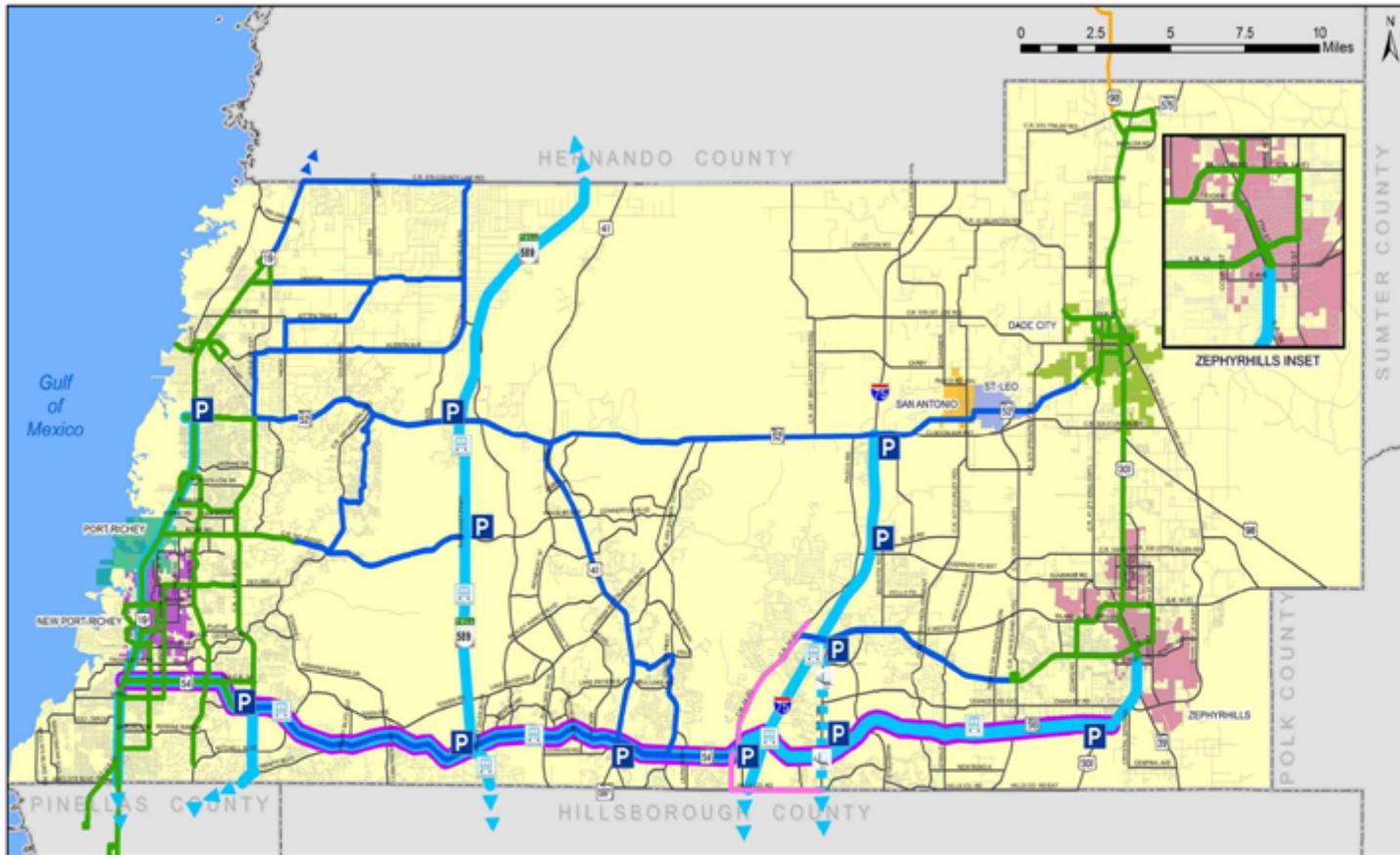
ROAD TYPE	NUMBER OF LANES (General Purpose)														
	2	3	4	6	8	10	12	14							
One-Way	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Undivided	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Divided	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Freeway	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---



Map 7-3: Pasco County 2015 LRTP - 2015-2035 Cost Affordable Roadway Improvements Only

The map combines Map 7-2a and Map 7-2b and displays improvements from 2015 to 2035.





Map 7-6: Pasco County 2035 LRTP
2035 Cost Affordable Plan - Premium Public Transportation Routes

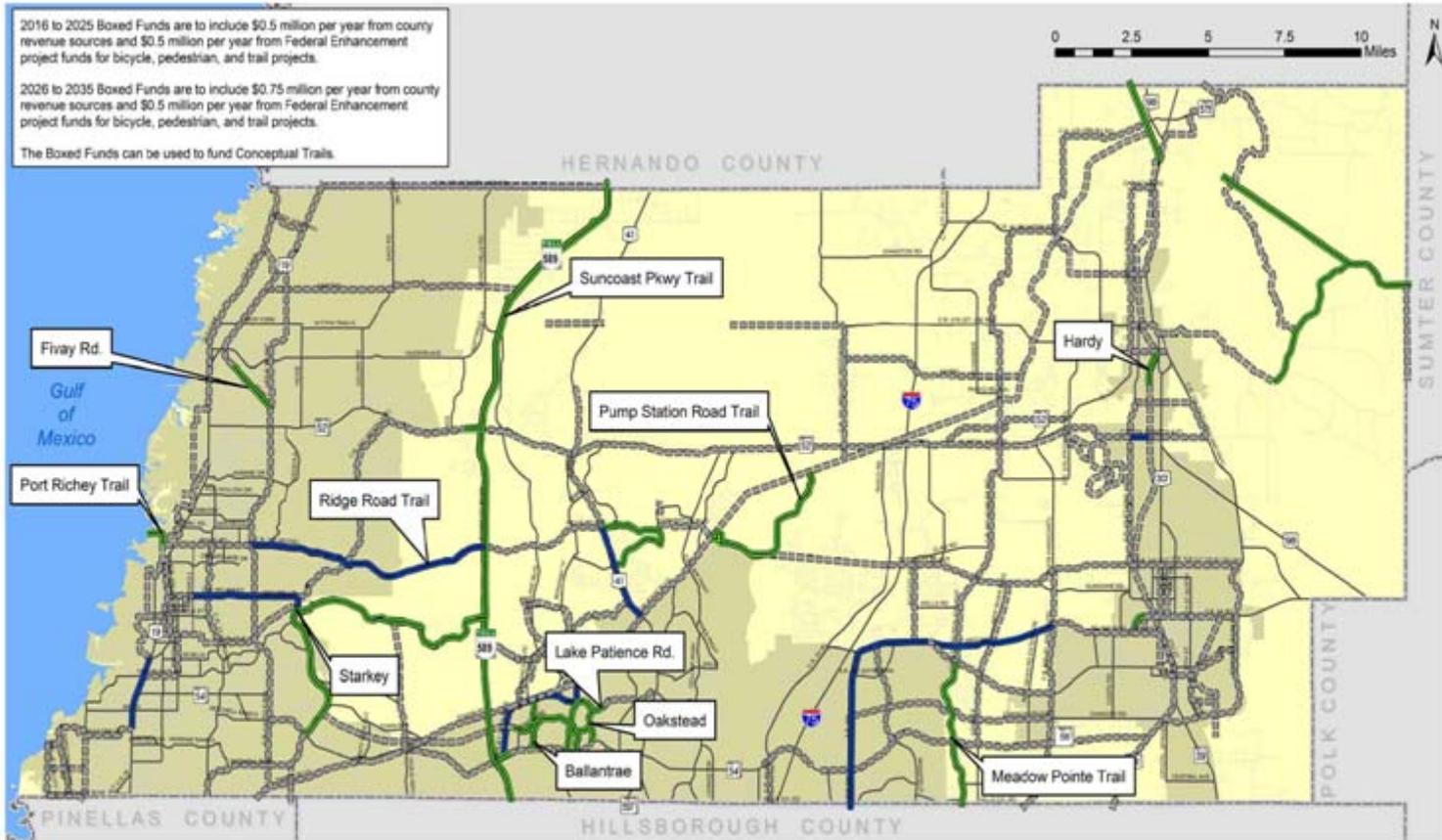
Cost Affordable Transit Routes

- Existing Local Bus Routes (PCPT)
- Proposed Local Bus Routes
- Proposed Premium Express Bus Service
- Proposed Light Rail (Frequent, Short Distance)
- Operation on Managed Lanes and/or Mixed Traffic Improvements to be determined in FDCT Study
- Existing Local Transit by Hillsborough Area Transit Authority (HART)
- Future Local Transit by Hernando County*
- Future Park-n-Ride Locations (Locations are general at node/intersections. Exact locations to be determined, and additional or substitute park and ride locations may be required.)

The appropriate and specific technologies or improvements will be determined at the time of the corridor studies.

* As included in the Hernando MPO Cost Affordable Plan





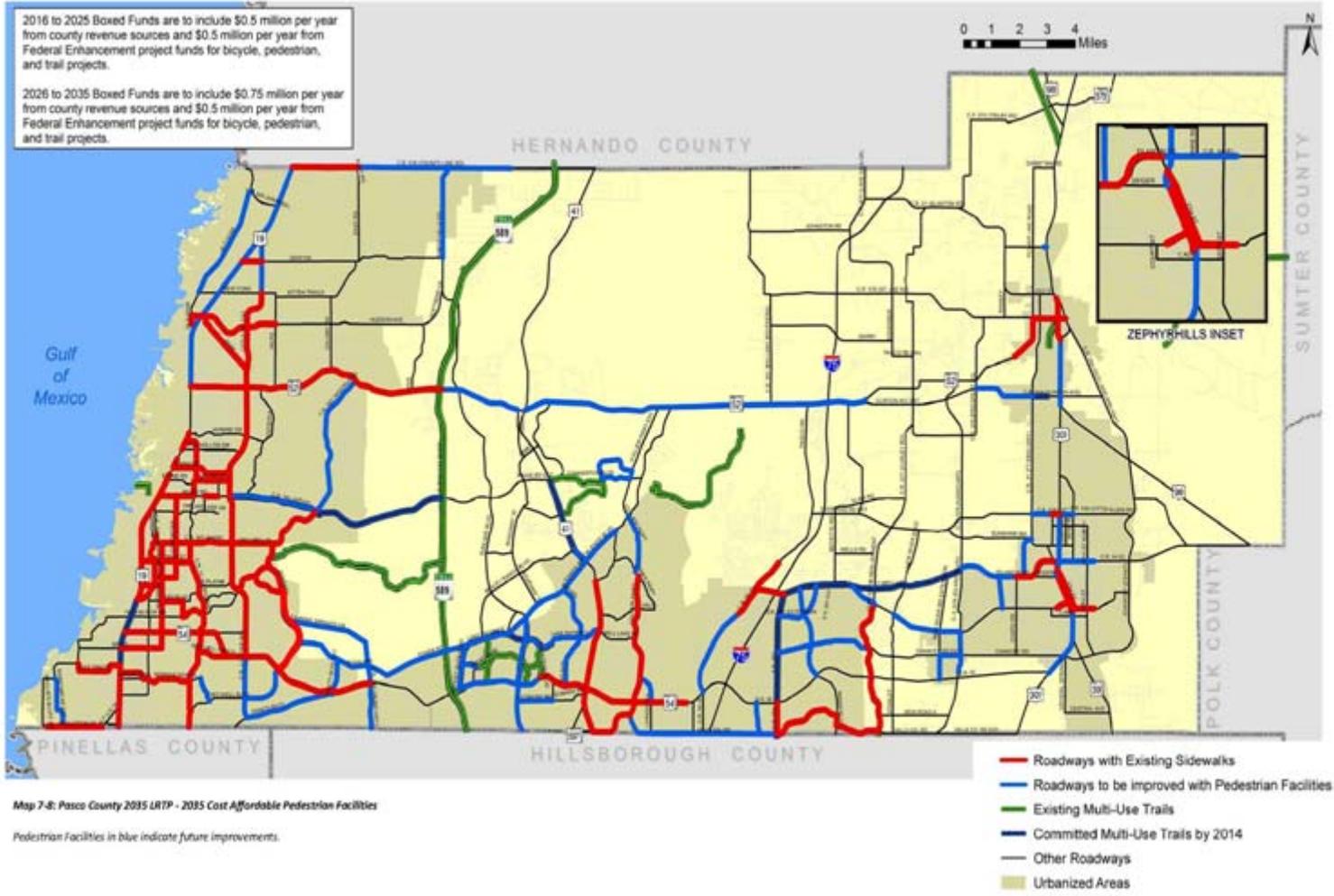
Map 7-7: Pasco County 2035 LRTP - 2035 Cost Affordable Plan Multi-Use Trail Facilities

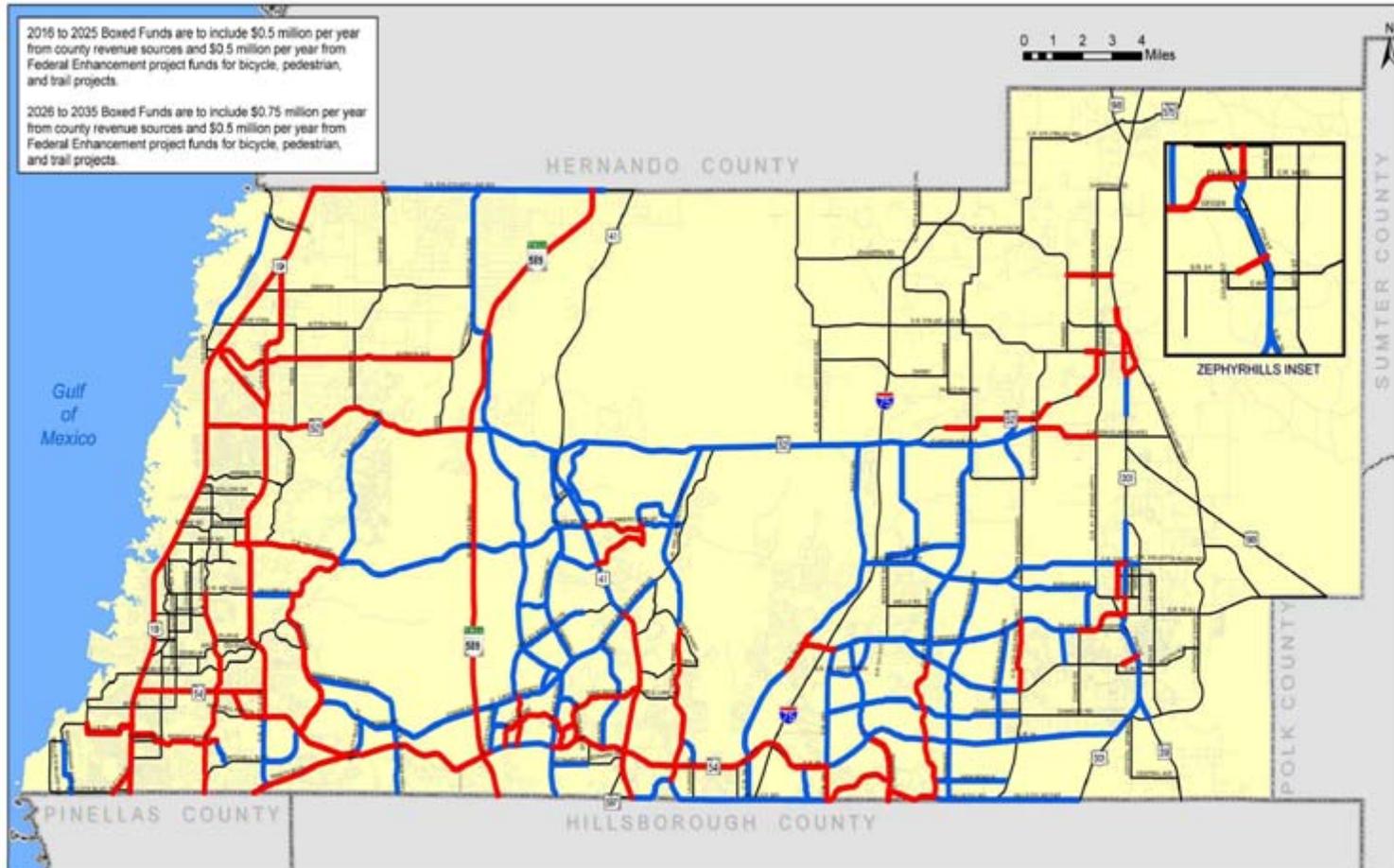
The map displays existing multi-use trails as well as trails to be built by 2014. The revenues in Table 7-5 can be used to build desired trails from the conceptual trails identified in grey.

Cost Affordable Multi-Use Trails

- Existing Multi-Use Trails
- Committed Multi-Use Trails by 2014
- Conceptual Trails
- Utilized Areas







Map 7-9: Pasco County 2035 LRTP - 2035 Cost Affordable Bicycle Facilities

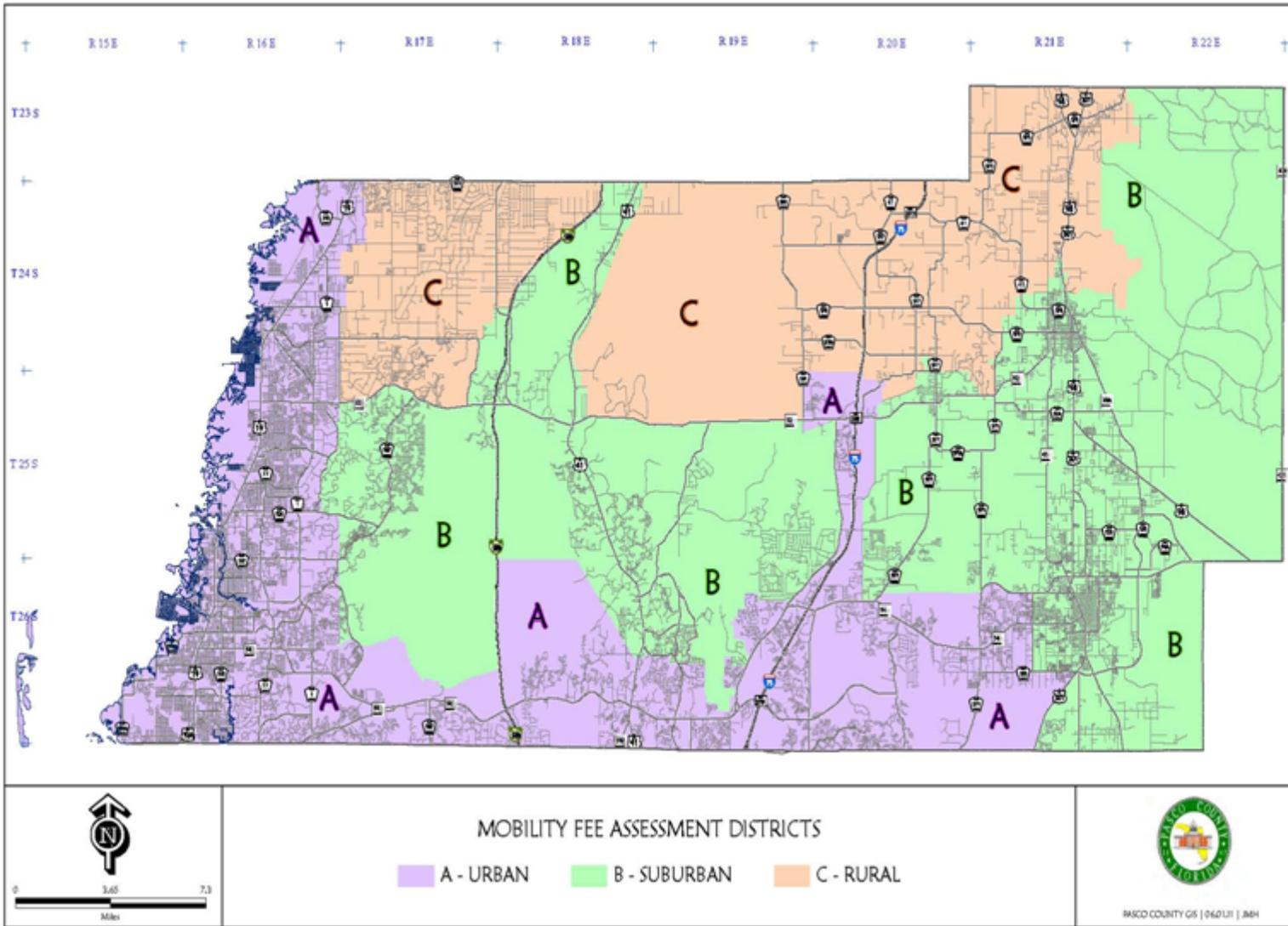
Bicycle Facilities in blue indicate future improvements.

- Roadways with Existing (2009) Bicycle Accommodations
- Roadways to be Improved (2010-2035) with Bicycle Accommodations (Paved Shoulder, Bike Lane, etc.)
- Other Roadways



Ordinance - Tiered Fees

- Tiered Mobility Fee Rates
- Lower Fees in Urban Market Areas
- Higher in Suburban & Rural Market Areas



Ordinance - Preferred Rates

- Office
- Industrial
- Lodging (Hotel)
- Traditional Neighborhood
Development/Town Centers (TND)
- Transit Oriented Development
(TOD)

Ordinance - Rate Buy-Down

- Other revenues will subsidize/buy-down mobility fee for preferred uses and areas
 - Gas Tax
 - Penny for Pasco (Sales Tax)
 - 33.33% Tax Increment
- Required buy-down calculated yearly based on actual permits and revenues

Tax Increment Calculation

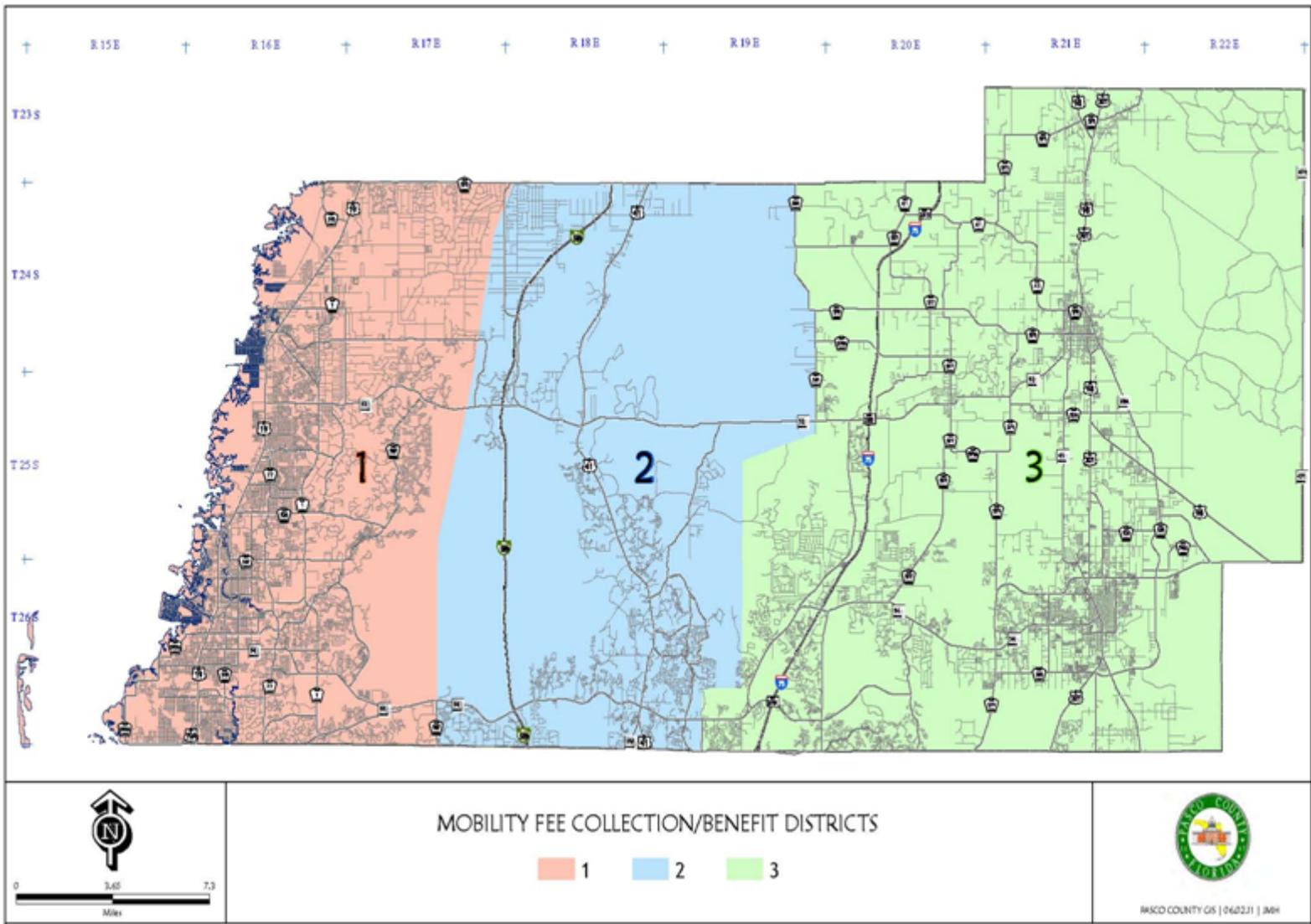
	Base Year	
Tax Roll Date	01/01/11	01/01/14
Fiscal Year	FY 2012	FY 2015
Gross Countywide Taxable Valuation	\$ 20,200,000,000	\$ 21,695,405,000
Deduct Community Redevelopment Areas	\$ (828,200,000)	\$ (889,511,605)
Net Countywide Taxable Valuation	\$ 19,371,800,000	\$ 20,805,893,395
Current Year minus FY 2012 (Base Year)		\$ 1,434,093,395
Multiply by millage rate		6.3668
Divide by \$1,000 (taxable value)		\$ 1,000
Multiply by percentage available for transportation		33.33%
Multiply by percentage collected (3% discount for paying early)		97.00%
Tax Increment		\$ 2,951,928

Mobility Fee Subsidy Calculation

	FY 15				
	Number Resid Permits	SF Non-Res Permits	Revenues with buy-down	Revenues without buy-down	Difference (Mobility Fee Subsidy)
Mobility Fee					
Collection/Benefit District 1 - West (MFCBD1)					
Assessment District A	118	171,847	\$ 690,194	\$ 1,886,163	\$ (1,195,969)
Assessment District B	87	0	\$ 730,848	\$ 809,343	\$ (78,495)
Assessment District C	104	2,884	\$ 1,218,007	\$ 1,406,064	\$ (188,057)
	309	174,731	\$ 2,639,049	\$ 4,101,570	\$ (1,462,521)
Gas Tax Revenues spent in Collection/Benefit District 1 - West					\$ -
Sales Tax Revenues spent in Collection/Benefit District 1 - West					\$ -
Total Tax Revenues spent in Collection/Benefit District 1 - West					\$ -
Total Tax Revenues spent in Collection/Benefit District 1 - West					\$ -
Deduct Mobility Fee Subsidy Needed					\$ (1,462,521)
Required Transfer Needed from the Multi-Modal Fund to the MFCBD1 Fund					\$ (1,462,521)

Overview - Retains Expenditure Zones

- Retains and uses existing road impact fee zones for expenditures
- Renamed collection/benefit districts
- Travel characteristics predominantly north-south; easier to satisfy “benefit” prong of dual rational nexus test



Overview - Municipalities

- Municipalities can participate; not required to participate
- If participate, mobility fees and tax increment revenues collected in cities will be earmarked for improvements benefiting cities; CRA's excluded
- Will benefit from TND/Town Center rates in fee schedule

Overview - SIS Facilities

- Portion of fee earmarked for improvements that benefit Strategic Intermodal System in Pasco County
 - US 19
 - I-75
 - Suncoast Parkway
 - portions of US 41 and SR 54
- Requires consultation with FDOT prior to budgeting SIS portion
- Can eventually be spent on regional (TBARTA) transit facilities

Overview - Reductions and Increases

- Reductions retroactive to building permits applied for or issued on or after March 1, 2011
- If fees increasing, or otherwise adversely affected by mobility fees, have 3-year period to opt-out and remain subject to transportation impact fees

Key Assumptions - Growth Rate

- $\approx 1.5\%$ growth rate in person-miles of travel
- Consistent with most recent BEBR population projections

Key Assumptions - Level of Service

- More tolerance for congestion in South and West Market Areas; increased reliance on transit
- Commitment to expand transit operations with tax increment revenue
- Less tolerance for congestion in Central, East and North Market Areas
- Measure level of service area-wide instead of road by road

Key Assumptions - Funding

- Penny for Pasco will be reauthorized in 2014; same percentage allocated for transportation ($\approx 22\%$)
- 2.5 cents of existing gas tax used for capital; other 7.5 cents used for operation and maintenance
- 3% average annual growth rate in property values for tax increment (1.2 percent in first year); no decrease in millage rate

Key Assumptions - Costs

- Includes interstate travel costs
- Excludes costs of regional (TBARTA) transit facilities
- Mobility fee for transit capital (park and rides, buses and shelters) is less than .25% of the fee
- Transit share likely to increase in future as regional transit plans are finalized and O&M sources identified
- Mobility fee for bicycle/pedestrian facilities (sidewalks, trails, multi-use paths) is less than 4% of the fee

Overview - Updates

- Every 3 years at a minimum; can occur sooner
- Will re-examine all assumptions
 - Growth Rates
 - Construction Costs
 - Availability of Buy-down Revenue Sources
 - LRTP Changes
 - Include Regional Transit?

FEE COMPARISON TABLE
(Non-residential fees are per 1,000 sf)

	Existing TIF	Mobility Fee Urban (West/South)	Mobility Fee Suburban (Central/East)	Mobility Fee Rural (North)
Single-Family (1501-2499 s.f.)	\$10,302	\$5,835	\$8,570	\$9,800
Apartments	\$7,564	\$3,971	\$5,845	\$6,694
Light Industrial	\$3,151	\$0	\$1,000	\$2,000
Office (50,000-100,000)	\$3,703	\$0	\$1,000	\$2,000
Retail (50,000-200,000)	\$8,877	\$5,641	\$7,051	\$8,813
Hotel	\$3,147	\$0	\$597	\$1,192

FEE COMPARISON TABLE TND and TOD (Non-residential fees are per 1,000 sf)				
	Existing TIF	Mobility Fee Urban (West/South)	Mobility Fee Suburban (Central/East)	Mobility Fee Rural (North)
Town Center/ TND Single-Family (1501-2499 s.f.)	\$10,302	\$1,459	\$2,143	\$2,450
Town Center/ TND Apartments	\$7,564	\$993	\$1,463	\$1,970
Town Center/ TND Light Industrial	\$3,151	\$0	\$250	\$500
Town Center/ TND Office (50,000-100,000)	\$3,703	\$0	\$250	\$500
Town Center/ TND Retail (50,000-200,000)	\$8,877	\$1,410	\$1,763	\$2,203
Town Center/ TND Hotel	\$3,147	\$0	\$149	\$298
TOD – All Uses	N/A	\$0	N/A	N/A

Overcoming Objections

- Tea Party – Agenda 21?
 - Tax Increase Concerns
 - Light Rail Concerns
 - “Human Habitation Zones”
- Rural Landowners

Overcoming Objections

- Only charged to new development; not a fee paid by existing residents
- Does not require any tax increase
- Fee buy-down is from earmarked existing revenue sources (gas tax, Penny for Pasco, and 33.33% ad valorem tax increment)
- No new taxes or assessments are being adopted

Overcoming Objections

HB 7207 (2011)

Local governments are **encouraged** to develop tools and techniques to complement the application of transportation concurrency such as:

1. Adoption of long-term strategies to facilitate development patterns that support **multi-modal solutions**, including **urban design**, and appropriate **land use mixes**, including intensity and density.

Overcoming Objections

HB 7207 (2011)

3. Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
4. Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.

Overcoming Objections

HB 7207 (2011)

Senate and House Vote for HB 7207 (2011)

	Republicans	Democrats
Yes	107	16
No	3	33

- Entire Pasco County Legislative Delegation Voted Yes
- Governor Scott signed into law on June 2, 2011

Overcoming Objections Choices

Where do you want to live?



Rural



Suburban



Town Center



Urban/TOD

Overcoming Objections

Rural Area Fees

Generally higher than Urban and Suburban because:

- Longer trip lengths
- Paying for higher level of service--less congestion

Overcoming Objections

Rural Area Fees

Future Land Use Breakdown

≈ 98%

Residential/Conservation/Public

≈ 1% Office/Industrial

≈ 1% Retail

- **Fees being reduced for 99% of the Rural Area**

Overcoming Objections

Rural Area Fees-Retail

- For 1% Retail, \approx 50% of fees are being reduced
- If any Retail increases, can opt-out for next three years, or develop in a Town Center

Overcoming Objections

Rural Area Fees

Town Center Comparison

Rural Movie Theater

- \$21,454 per screen – 168% of existing transportation impact fee

Movie Theater in Town Center

(Dade City, Pasadena Hills)

- \$4,318 per screen – 34% of existing transportation impact fee

Overcoming Objections

Rural Area Fees

Town Center Comparison

Rural Supermarket

- \$13,082 per 1,000 s.f. – 160% of existing transportation impact fee

Supermarket in Town Center **(Dade City, Pasadena Hills)**

- \$2,611 per 1,000 s.f. – 32% of existing transportation impact fee

Overcoming Objections
Rural Area Fees
Amount Spent on Buy-Down
Movie Theater (per screen)

Urban	Suburban	Rural
\$11,140	\$15,759	\$19,984

Overcoming Objections
Rural Area Fees
Amount Spent on Buy-Down
Supermarket (per 1,000 s.f.)

Urban	Suburban	Rural
\$4,010	\$9,529	\$12,185

www.pascocountyfl.net
County Attorney - Proposed
Ordinances and Adopted Resolutions

- Ordinances
- Fee Schedules
- Tindale, Oliver Technical Report

QUESTIONS?