

# Methodology for Establishing Multi-modal Mobility Fee within Hillsborough County

## Multi-Modal Mobility Mitigation Fee Concept

The methodology establishes the framework for developing a Multi-Modal Mobility Fee in Hillsborough County to replace the current Concurrency Management System and Transportation Impact Fees. The Mobility Fee is based on the concept that developments will be assessed a fee for the consumption of units of capacity and the amount of vehicles miles traveled per trip on the transportation system. The County is to be divided into Zones and apply the appropriate fee per zone and land use. The rationale for this method takes the following into consideration:

1. There are areas of the County that are primarily employment centers. They serve as attractors to all residents living in and outside of the County; they attract a significant amount of commute trips. Downtown Tampa, Westshore Business District and the University of South Florida Area are a few examples.
2. There are areas in the County that are primarily residential areas with very little employment. These areas produce commuters that may travel over 25 miles one way each day to reach their places of employment. They have a greater impact on the roadway system because they travel farther. Some examples are New Tampa (north of the Tampa CBD), Fishhawk (southeast of Brandon), and Plant City.
3. There are areas in the County that are mainly built-out and provide a mix of both residential and employment land uses. There are still developable properties within these areas as well as opportunities for redevelopment. Some examples include Town & Country, Brandon and Carrollwood.

Establishing the Mobility Fee is only one of the steps in the process of replacing the current Concurrency Management System. The complete process will include the development of the Mobility Plan, which includes, the Comprehensive Plan policies that form the guide for the collection of fees, the distribution of the collected revenues, and implementation of the mobility projects identified in the Long Range Transportation Plan.

## Process to Develop Fee

### Step 1: Development of Mobility Fee Zones

The data needed to develop the Mobility Fee Zone was derived from the existing adopted plans and technical documents of the County, the Metropolitan Planning Organization (MPO), and The Florida Department of Transportation (FDOT). These documents include the following:

1. The Tampa Bay Regional Planning Model (maintained by FDOT)
2. Hillsborough County Transportation Analysis Zones (TAZs)

3. FDOT District 7 Cost Tables plus FDOT and County Right of Way costs
4. Hillsborough County Planning Areas of the Comprehensive Plan
5. The MPO's 2035 LRTP (adopted December 9, 2009)

The Hillsborough County portion of the Tampa Bay Regional Planning Model v6.0 is comprised of 758 traffic analysis zones (TAZs). The TAZs in Hillsborough County were aggregated into 27 mobility fee zones congruent with the Hillsborough County Planning Areas. This provided the basis for further zone consolidation if the traffic assignments from the transportation model results showed that adjacent areas produce similar trip lengths. The Mobility Fee Zones were further modified to incorporate the City of Tampa's 18 Impact Fee Zones for a total of 45 Mobility Fee Zones.

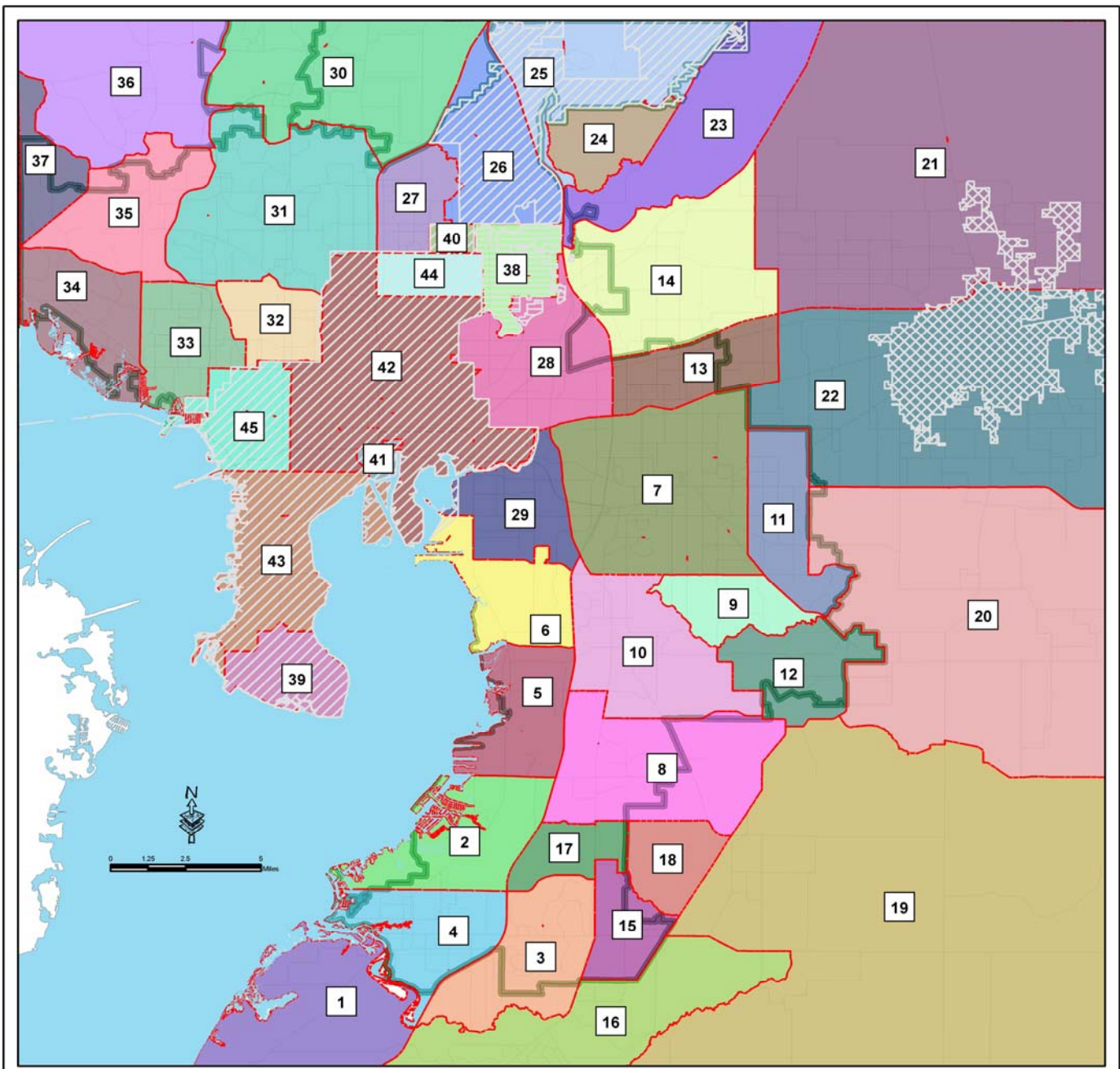
### Step 2: Calculation of Fee

The County created a technical working group to develop and refine the calculations, model inputs, and assumptions used in Mobility Fee calculation. This group consists of representatives from Hillsborough County, FDOT District 7, the MPO, the Planning Commission, City of Tampa, City of Temple Terrace, City of Plant City, Transportation and Consultants involved in development. Calculation of the Fee involves a three step process.










- a) Developing a cost per trip.
  - Required Input Data - FDOT District 7 Generalized Cost Tables  
(new 4 lane urban)  
- FDOT Generalized Capacity Tables
  - Desired Result – An average cost per trip within the Urban Service, and Rural Service Area
  
- b) Developing an average trip length by Mobility Fee Zone.
  - Required Input Data - Hillsborough County Map  
- Tampa Bay Regional Transportation Model
  - Desired Result – An average trip length by Planning Area.
  
- c) Developing a cost of vehicle mile of travel.
  - Required Input Data - Average cost per vehicle trip.  
- Average trip length by planning area.
  - Desired Result – An average cost per vehicle mile of travel. (Mobility Fee)

### Step 3: Public Involvement Process – Policy Forum

The public involvement process was identified as a critical component. The County established a Public Policy Forum. This forum is open to all interested parties instead of appointing specific members. The Public Policy Forum is represented by members from Local governments, FDOT, HART, Citizens, Developers, and Consultants. Notice is emailed to 320 groups and individuals. These meetings are conducted by facilitators for the Saint Petersburg College.



## Hillsborough County Mobility Fee Zones

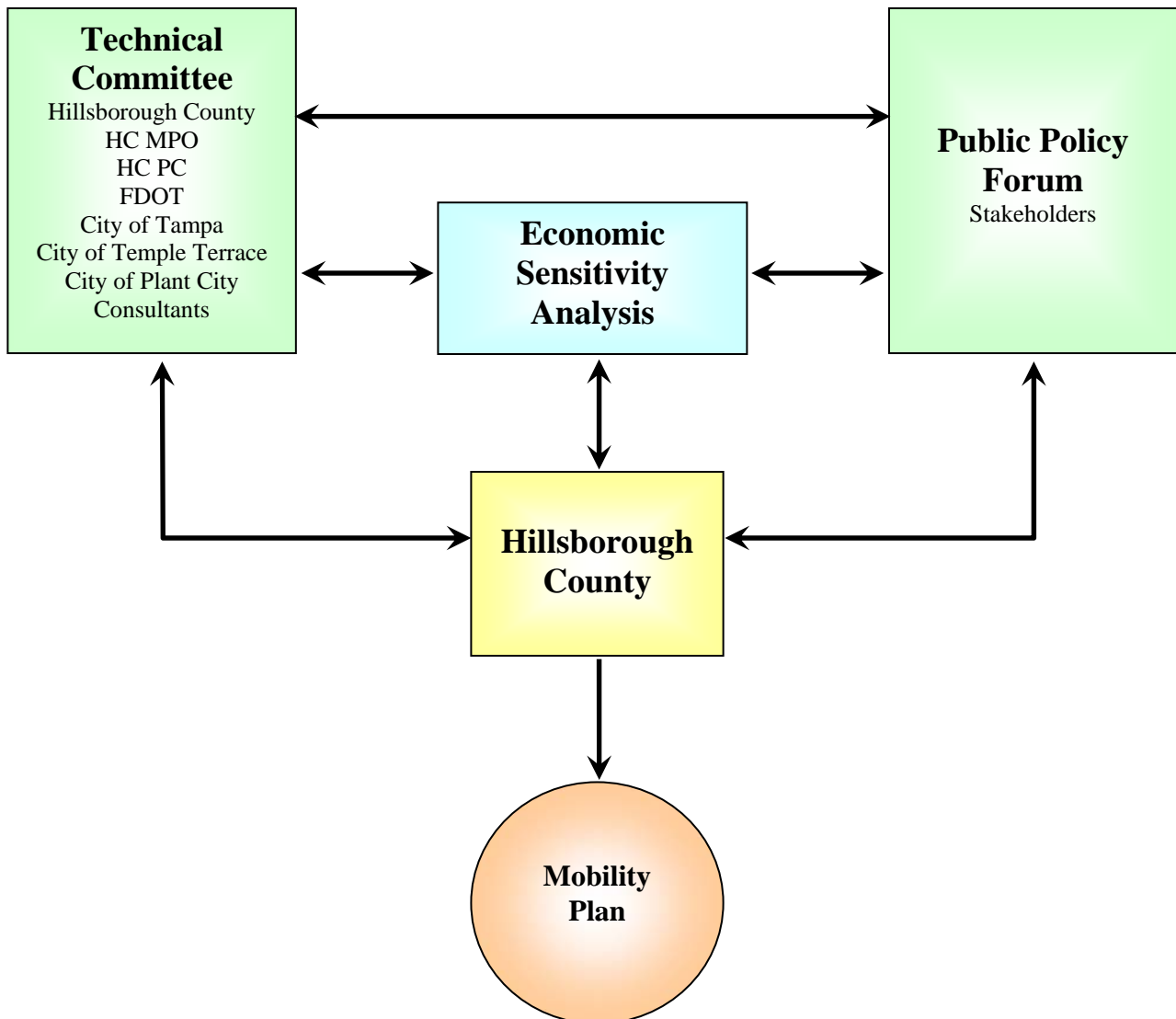
-  Mobility Fee Zones
-  Urban Service Area
-  Plant City
-  Tampa
-  Temple Terrace
-  Pinellas County
-  Gulf of Mexico
-  Major Roads
-  8 Zone Number

The technical issues raised by the participants in the Public Policy Forum are discussed at the next technical committee meeting and brought back to the Public Policy Forum.

Step 4: Economic Sensitivity Analysis

As the Mobility Fee study progressed, concerns arose that the Mobility Fees, at full cost recovery, could discourage private development and hence economic development in Hillsborough County. To evaluate this issue the County hired an outside consultant to conduct the following:

1. Review the methodologies and assumptions used to develop the Mobility Fee and to make recommendations on reasonableness of the assumptions?
2. Are the proposed fees too high?
3. If so, should they be discounted and by what amount?

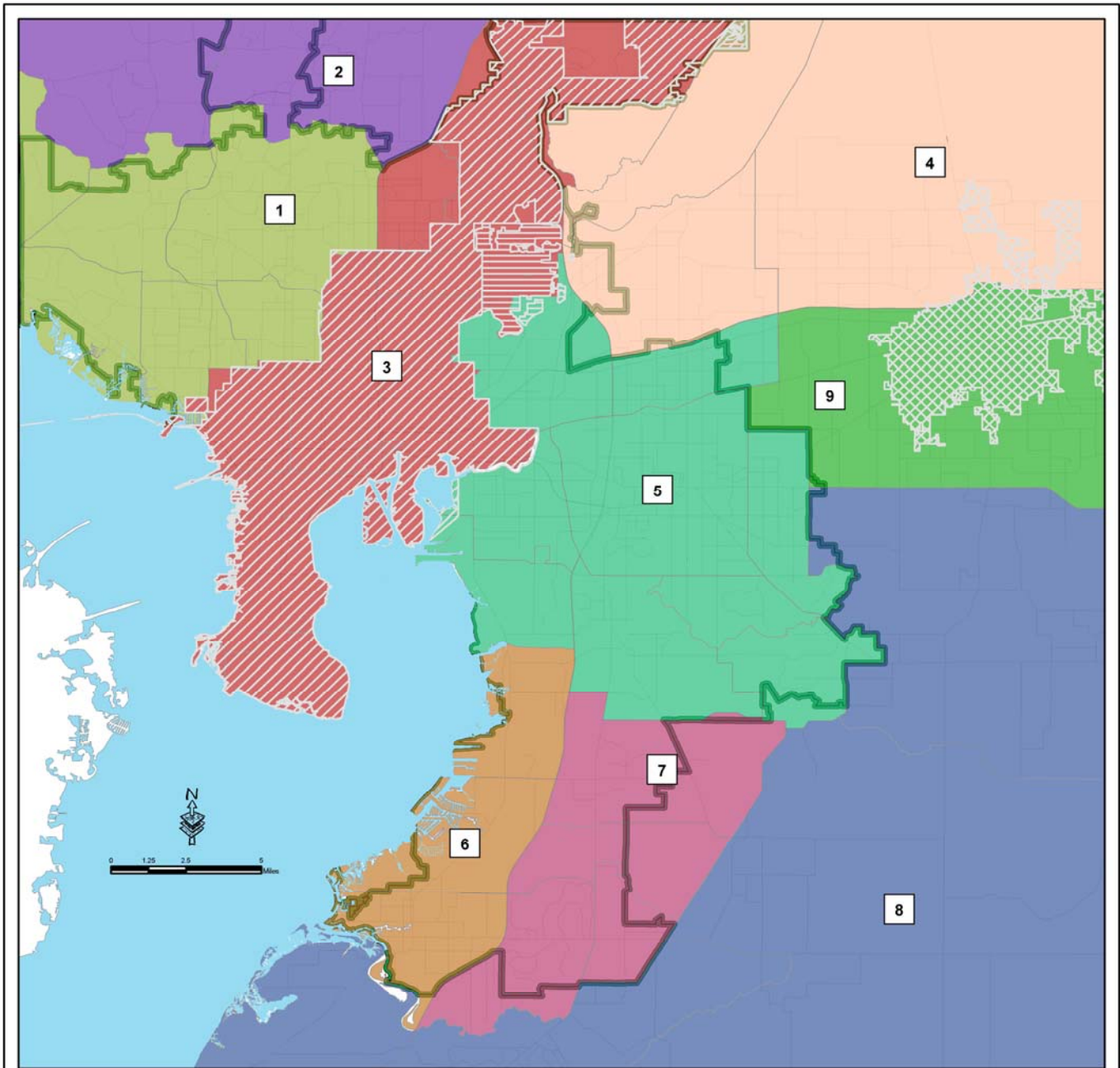


#### Step 4: Strategies for the Expenditure of the Mobility Fees

The intent of the fee is to fund mobility improvements to provide transportation capacity to adequately service the development traffic. Hillsborough County is a large diverse county with differing transportation needs in subareas of the county. To address this diversity, the County was divided into Mobility Fee Districts. And also, given that trips occur between zones, Mobility Fee Districts are proposed to allow greater flexibility in the allocation of funds for projects in the district rather than zones. A total of 9 Mobility Districts are being proposed. The proposed Districts were developed taking the following factors into consideration:


















1. The Urban Service boundary
2. Zones that had comparable average trip lengths
3. Major roadways such as Interstates were considered as dividing points.
4. Jurisdictional boundaries
5. Similar development and improvement characteristics

From on the mobility strategies, a combination of improvements may be required to address mobility within the designated district. Since some of the mobility projects may depend heavily on mobility fee revenue the construction of improvements may significantly lag behind development .The mobility projects would be prioritized based on the Goals, Objectives, and Policies of each Districts and would be implemented through the current Capital Improvement Programming process.



## Hillsborough County Mobility Fee Districts

### Mobility Fee Districts

- |   |   |   |                    |
|---|---|---|--------------------|
|  | 1 |  | Plant City         |
|  | 2 |  | Tampa              |
|  | 3 |  | Temple Terrace     |
|  | 4 |  | Pinellas County    |
|  | 5 |  | Gulf of Mexico     |
|  | 6 |  | Major Roads        |
|  | 7 |  | Urban Service Area |
|  | 8 |  | District Number    |
|  | 9 |   |                    |