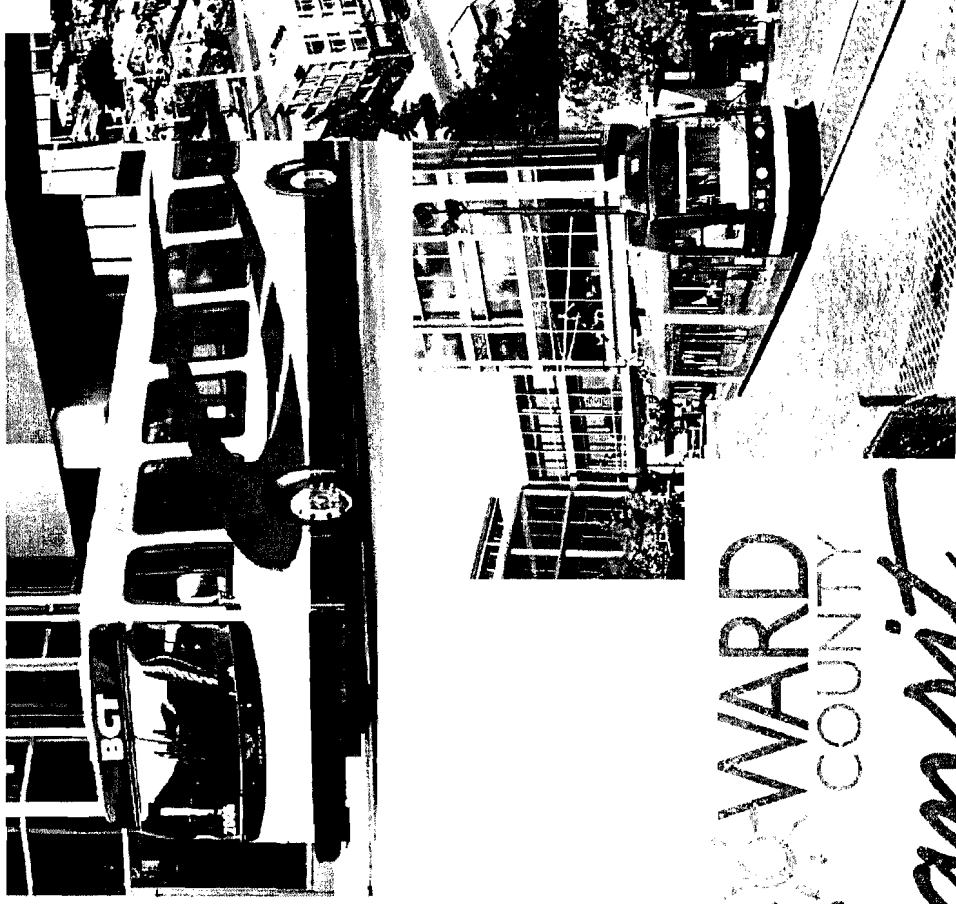


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Comparison of Alachua County Transportation Impact Fees with City TCEA Standards

Development Type	Alachua County	TCEA Zone B	TCEA Zone C	
Single-family dwelling (1,000 sq. ft.)	\$1,052.00	\$957.00	\$1,435.50	
Apartment (1,000 sq. ft.)	\$1,052.00	\$672.00	\$1,008.00	
Hotel per room	\$1,292.00	\$892.00	\$1,338.00	
Place of religious assembly per 1,000 sq. ft.	\$918.00	\$911.00	\$1,366.00	
General office per 1,000 sq. ft.	\$1,821.00	\$1,101.00	\$1,651.00	
Medical office per 1,000 sq. ft.	\$1,821.00	\$3,613.00	\$5,419.00	
General industrial building per 1,000 sq. ft.	\$1,072.00	\$697.00	\$1,045.00	
Shopping Center per 1,000 square feet	\$3,814.00	\$2,834*	\$4251*	Note: City amounts include pass-by trip credit
Fast food restaurant with drive-through (3,073 sq. ft.)	\$11,720.00	\$148,352.00	\$222,528.00	NOTE: City uses the number of seats, in this case 76)

Broward County's Transit Oriented Concurrency Management System



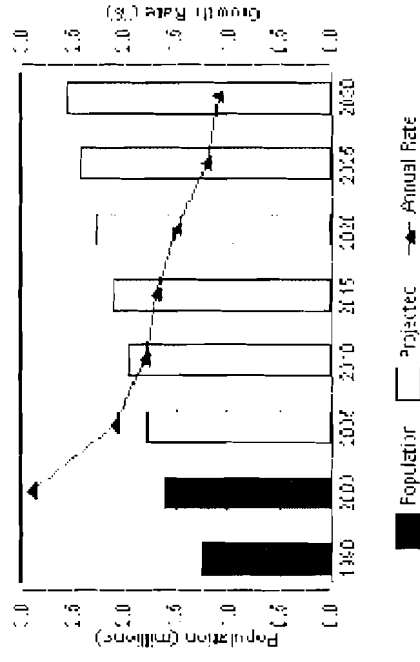
BROWARD
COUNTY
Transit

*Jonathan Roberson
Senior Planner
Broward County Transit*

954-357-8338

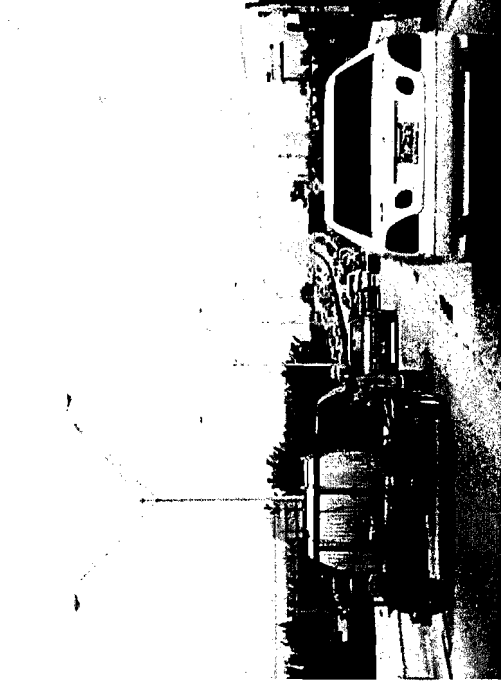
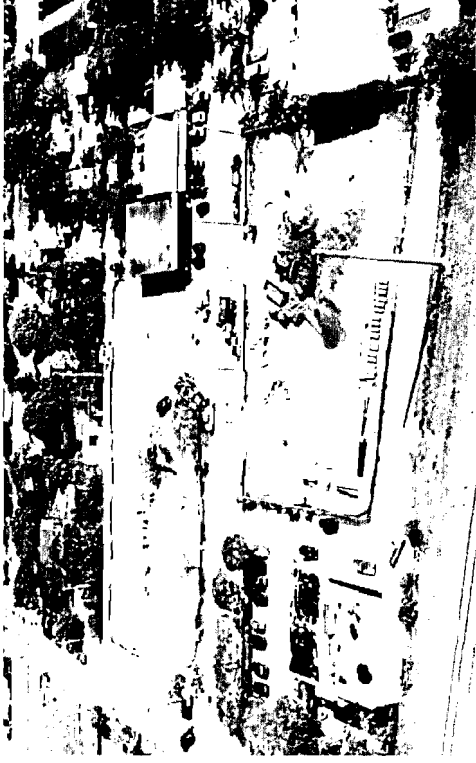
When Build-Out Approaches: Broward County and Growth

- Current population of 1.6 million estimated to grow to 2.6 million by 2030.
- Build-Out of the County is expected by 2015.
- Over 461,000 persons by 2030 will not be accommodated by current housing construction projections.
- Denser land uses/zoning changes and redevelopment will continue to occur.



When Build-Out Approaches: Broward County's Growth to 2030

- Most roads in Broward County currently fail or will fail FDOT's Level of Service Standards (LOS) by 2030.
- In Broward County, there is not enough Right-of-Way (ROW) and funding to expand local, state and even the Federal Road/Highway network to solve road network overflow.
- With limited road-expansion ROW and funding, Broward County Commissioners made mass transit expansion a policy priority since 2001.



The Birth of Broward County's Transit Oriented Concurrency (TOC) Management System



- In 2003, Broward County Commissioners eliminated the Transportation Impact Fee system that was geared toward making development pay a share for road expansion.
- As a policy body, they decided there needed to be a more effective and transit-improving mitigation measure for dealing with development in the County.
- After further analysis and required changes to the Broward County Comprehensive Plan and Land Use Development Code, the Transit Oriented Concurrency (TOC) Management System was adopted in April 2005.

Key Features of Broward County's TOC Program

- Broward County is divided into ten Concurrency Districts, based on consultation with local municipalities.
- Concurrency mitigation is assigned as a proportionate share payment toward programmed transit improvements in each TOC District where proposed development is seeking building permit.
- Program eliminates all Transportation Concurrency Exception Areas, meaning all areas of County are subject to concurrency requirements.
- Concurrency assessments are calculated by a formula that shows how many transit trips would be required to mitigate effects of development.
- Revenues from the Transit Concurrency Assessments were directed to transit enhancements identified in the five-year County Transit Program (CTP) that correspond to the TOC District where the proposed development occurred.

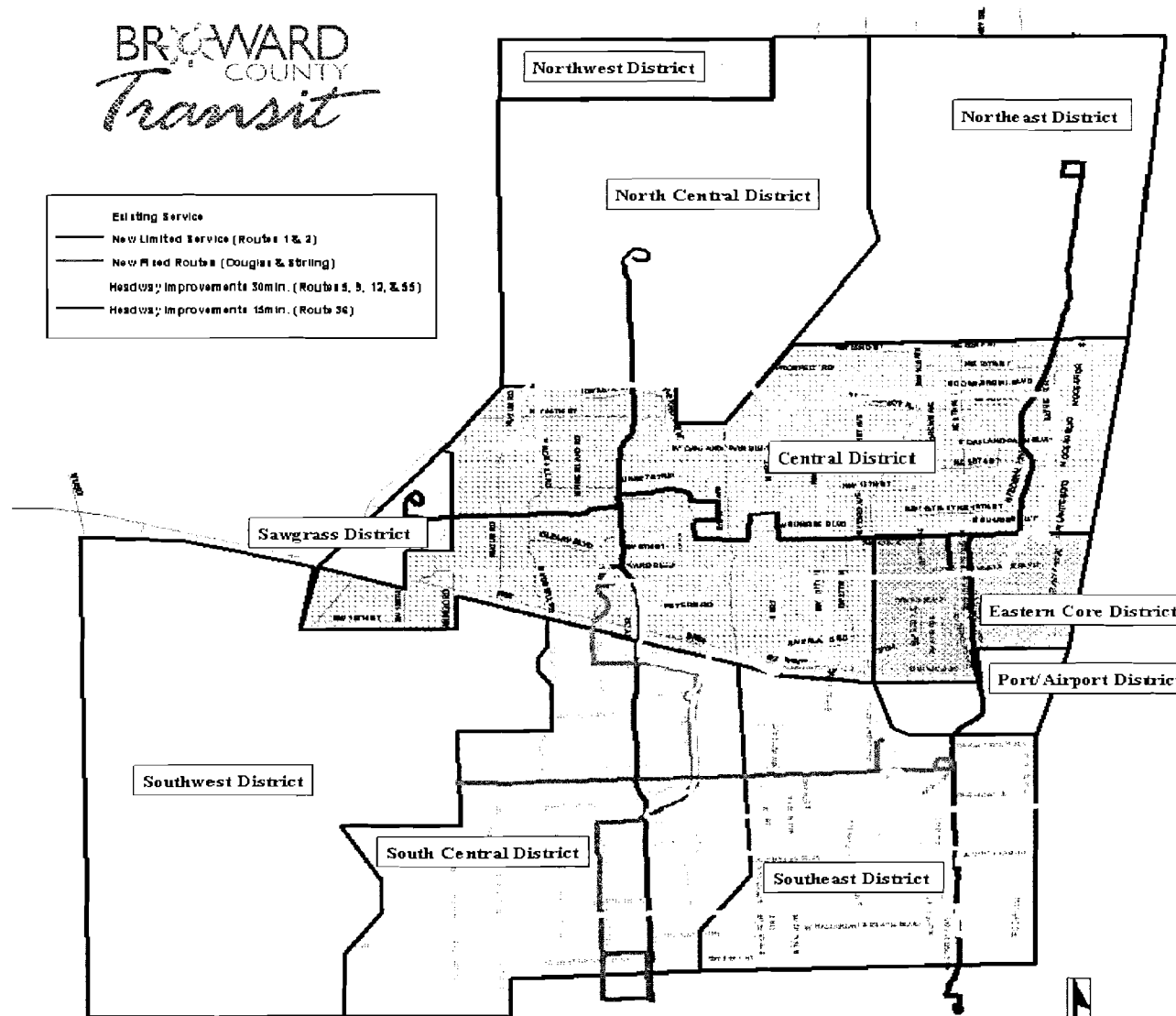
County Transit Program (CTP)

- The concurrency assessment is based on a five-year, financially feasible CTP that was recommended by the Broward MPO and approved by the Broward County Commission.
- The CTP was required to include transit projects in each of the ten TOC Districts (where feasible).
- As something of a pilot project, Broward County's TOC focused on developing and implementing new transit service and transit amenities between 2006 and 2010.
- Projects funded and scheduled for development between 2006-2010 includes: 2 new fixed routes, 2 new Limited Stop routes, headway improvements on 5 routes, 3 new Neighborhood Transit Centers (NTCs), 40 new bus bays, 125 upgraded bus stops and funding for additional pedestrian improvements.

Transit Concurrency Improvements



- Existing Service
- New Limited Service (Routes 1 & 2)
- New Fixed Routes (Douglas & String)
- Headway Improvements 30min. (Routes 5, 9, 12, & 55)
- Headway Improvements 15min. (Route 36)



August 2006

TOC-Funded Project:	2006-2010 O&M Costs	2006-2010 Capital Costs
<i>Headway Improvement:</i>		
Rt. 5 (60 to 30 min.)	\$1,859,700.00	\$0.00
Rt. 9 (40 to 30 min.)	\$1,239,000.00	\$0.00
Rt. 12 (40 to 30 min.)	\$619,900.00	\$0.00
Rt. 36 (20 to 15 min.)	\$2,479,500.00	\$0.00
Rt. 55 (40 to 30 min.)	\$619,500.00	\$0.00
<i>New Fixed Route:</i>		
Douglas Rd. (30/60 min.)	\$4,577,400.00	\$0.00
Stirling Rd. (30/45 min.)	\$6,246,300.00	\$0.00
<i>New Limited Stop:</i>		
LS 1/US 1 (30 min.)	\$3,719,400.00	\$0.00
LS 2, Univ. Dr. (30 min.)	\$3,719,400.00	\$0.00
<i>Transit Infrastructure:</i>		
125 Bus Stop Upgrades	\$0.00	\$2,500,000.00
10 Community Buses	\$2,370,000.00	\$600,000.00
3 Neighborhood Transit Centers	\$0.00	\$2,400,000.00
Pedestrian Improvements	\$0.00	\$2,000,000.00
Bus Bays (40 total)	\$0.00	\$3,000,000.00
Design/Development/Admin.	\$0.00	\$640,000.00
TOTAL CTP CAPITAL COSTS:	-	\$11,140,000.00
TOTAL CTP O&M COSTS:	\$27,450,100.00	-
TOTAL CTP COSTS:	\$38,590,100.00	

Percentage of Projects by TOC District

[illegible]

Total Cost of 2006-2010 TOC Program

- Total Operating and Capital Costs = \$38.59 mil.
Amount funded by Developers = \$10.8 mil. (28%)
Farebox Revenue = \$3.86 mil. (10%)
Funds previously approved = \$8.9 mil. (23%)
Fund balance forward = \$1.16 mil. (3%)
Estimated General County funds = \$13.87 mil. (36%)
- Will cost the County an additional \$7-9 mil. annually after 2010, mainly for ongoing Operations and Maintenance costs of new transit service and infrastructure.

TOC Fee Calculation

- In order to calculate TOC fee, a proposed use is multiplied by the peak hour trips generation rate using the TRIPS model.
- Once the number of trips is calculated, the number is multiplied by a designated Trip Length Factor and multiplied by the assigned Cost per Trip by District.
- **Example: Calculate the transit concurrency fee for a 50 Single Family unit project located in the North East District.**
 - 50 Single Family units multiplied by trip generation rate for single family (1.01 T/PH) = **50.5 Trips/Peak Hour**;
 - 50.5 Trips/Peak Hour multiplied by .88 (trip length factor) = 44.44 Trips/Peak Hour
 - 44.44 Trips/Peak Hour multiplied by the cost per trip per District (North East District) **\$902 = \$40,085**
- The TRIPS formula is applied to each project seeking a building permit using the formulas tied to the type of land use and therefore transit trip generation expected to occur.

TOC Formula: How Projects Were Calculated

EXAMPLES OF CONCURRENCY FEES BY LAND USE AND DISTRICT

Column #	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
Land Use	# of Trips	Trip Length Factor	NORTH EAST DISTRICT	NORTH CENTRAL DISTRICT	SOUTH CENT. DIST.	CENTRAL DISTRICT	EASTERN CORE DISTRICT	SOUTH EAST DIST.	SAW GRASS DIST.	PORT AIRPORT DISTRICT
Cost per trip --->			\$902	\$1,130	\$1,074	\$1,346	\$1,786	\$1,196	\$1,551	\$1,219
50 Single Family Units	50.5	0.88	\$40,085 (See example below)	\$50,217	\$47,729	\$59,816	\$79,370	\$53,150	\$68,926	\$54,172
50 Garden Apts.	30.5	0.88	\$24,210	\$30,329	\$28,826	\$36,127	\$47,936	\$32,101	\$41,629	\$32,718
50,000 sq ft industrial	38.5	1.00	\$34,727	\$43,505	\$41,349	\$51,821	\$68,761	\$46,046	\$69,714	\$46,932
50,000 sq ft Office	111.52	0.77	\$77,455	\$97,033	\$92,224	\$115,581	\$153,364	\$102,701	\$133,184	\$104,676
50,000 sq ft Retail	397.4	0.65	\$232,996	\$291,890	\$277,425	\$347,685	\$461,342	\$308,939	\$400,639	\$314,880

Please note: Staff will be recommending substantial credits be made available for projects designed to encourage transit usage.

Notes: (1) All trips are p.m. peak hour trips.

(2) Trip generation rates used are those adopted by Broward County Commission for TRIPS model (see attached).

Notable Exemptions:

- Landscaping.
- Interior changes to office buildings.
- Sidewalk installation and replacement.
- All additions to single family residences that do not increase the number of dwelling units.
- Free-standing residential storage buildings less than 250 square feet.
- Placement of mobile homes on existing slabs.
- Fences.
- Residential patios and screen porches.

Transit Concurrency Assessment

Credits

- Any building permit with features that encourage transit usage may receive credits toward their TCA.
- To be eligible for credits, improvements must show the following:
 - Transit improvements must be identified in the Transit Development Plan (TDP) or the MPO's 2030 Long Range Transportation Plan.
 - If not in 2030 LRTP, applicant must demonstrate with data and analysis of the quantitative benefits of the proposed development on the regional transit system.
- Projects eligible for TCA credits include:
 - Adding through laneage on a trafficway;
 - Intersection improvements, including traffic signalization;
 - Construction of bus bays;
 - Other roadway improvements which are found by the Action Plan Review Committee to increase capacity on relevant road network.

Issues/Challenges of TOC

- The Broward County TOC program acts as a one-time charge to developers at the building permit stage of development. TOC income is therefore not ongoing like Tax Increment Financing (TIF) or other income-producing measures.
- Broward County has to assume \$7-9 million in annual Operations and Maintenance costs after 2010 for the new transit service and related amenities.
- There can be the opportunity for disconnect between the mandatory placement of transit/transit amenities in the ten TOC Districts compared to what the BCT system needs overall. Some of the approved TOC transit service may not be part of the system's top priorities.
- Program is too short-term (2006-2010) to be considered as a match for Federal Transit Administration (FTA) New Starts funding.

The Future of TOC in Broward County.....

- It has not been decided if the TOC program will continue after 2010.
- An analysis of the success of TOC investments will follow their complete implementation after 2010.
- Other BCT modes such as Light Rail and Rapid Bus may be eligible for TOC funding if program is extended after 2010.

