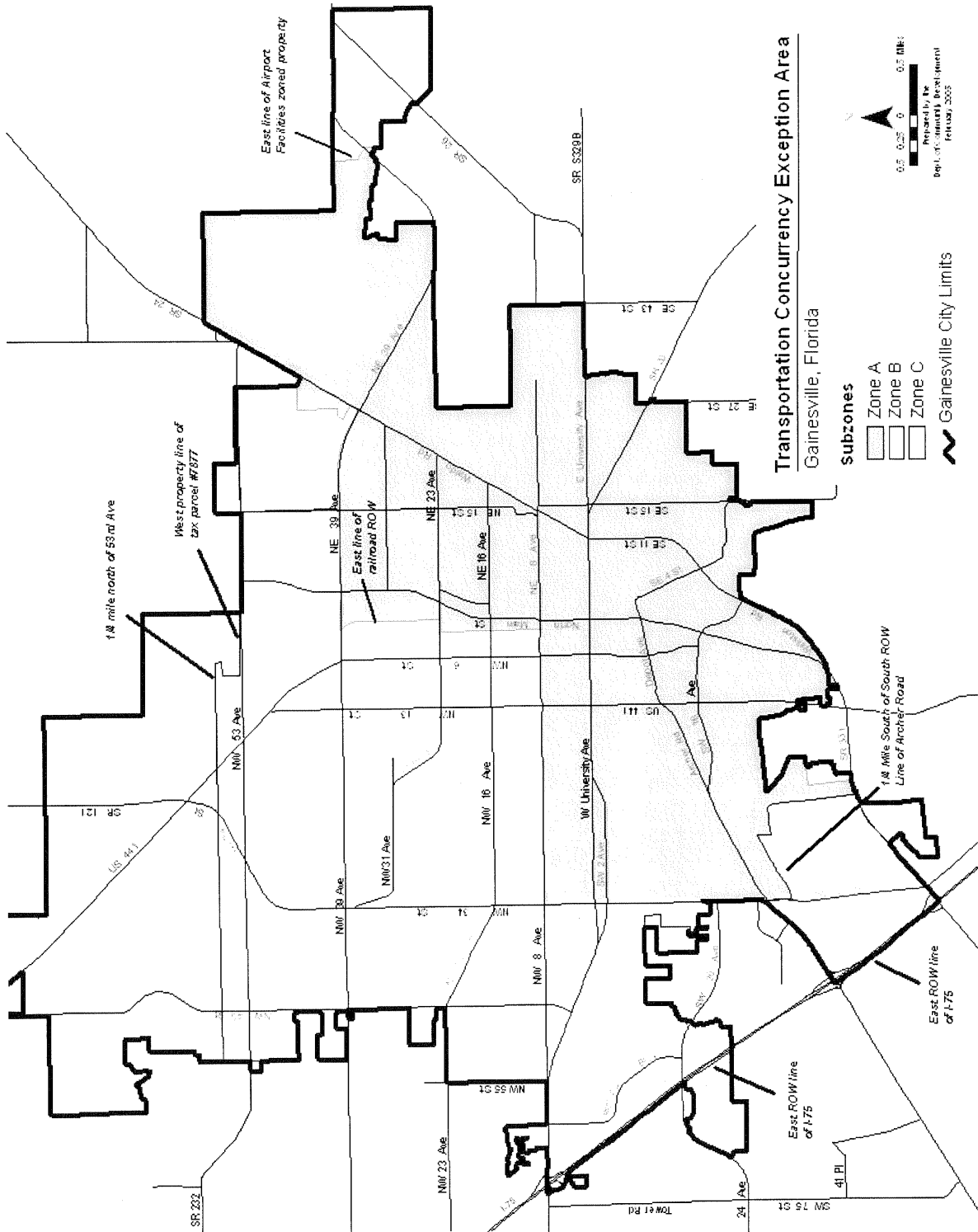


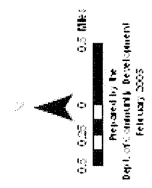
Proportionate Fair-Share Ordinance

- Proportionate fair-share applies only to failing road segments.
- Proportionate fair-share applies only to developments outside the City's TCEA.



Transportation Concurrency Exception Area
Gainesville, Florida

- Subzones**
- Zone A
 - Zone B
 - Zone C
- Gainesville City Limits



- The transportation facility or road segment to which proportionate fair-share contributions or payments will be applied must be identified in the City's 5-Year Schedule of Capital Improvements.

- Transportation projects shown in the 5-Year Schedule must be demonstrated to be financially feasible.
- Proportionate fair-share contributions can be in the form of payments, right-of-way dedication, and/or complete or partial construction of an actual transportation project (such as lane additions or new road facilities).
- These transportation projects must enhance the capacity of the roadway and may involve adding travel lanes or creating a new reliever road on the transportation network.

- If a project to improve roadway LOS is not shown in the 5-Year Schedule of Improvements, the City has the option of allowing a developer to use the proportionate fair-share program under the following conditions:
 - a. City Commission adopts and adds the required project to the 5-Year Schedule of Capital Improvements.
 - b. The project must be reviewed by the City Commission and determined to be financially feasible.
 - c. The project must be determined by the City Commission to be consistent with the City's Comprehensive Plan.

- The City may still enter into an agreement if the proportionate fair-share amount provided for is sufficient to pay for a system-wide project. This system-wide project must be incorporated in the next update of the 5-Year Schedule of Capital Improvements.
- System-wide transportation projects may include items such as the Traffic Management System (TMS), expansion of the transit fleet, bus rapid transit corridors, transit service expansion to new areas, or other pedestrian/bicycle mobility projects providing a better LOS.

- The City's ordinance recognizes that smaller developments will be more likely to contribute to system-wide transportation projects because the proportionate fair-share from these developments will not be able to fund major transportation lane expansion or new road network construction. Smaller developments are defined as generating fewer than 1,000 average daily trips or 100 peak hour trips, whichever produces the lesser square footage or number of units.

- Provision for interlocal agreements or Memoranda of Understanding with other governmental entities.
- Developers will be required to sign legally binding proportionate fair-share agreements.