

# The Alachua County Mobility Plan:

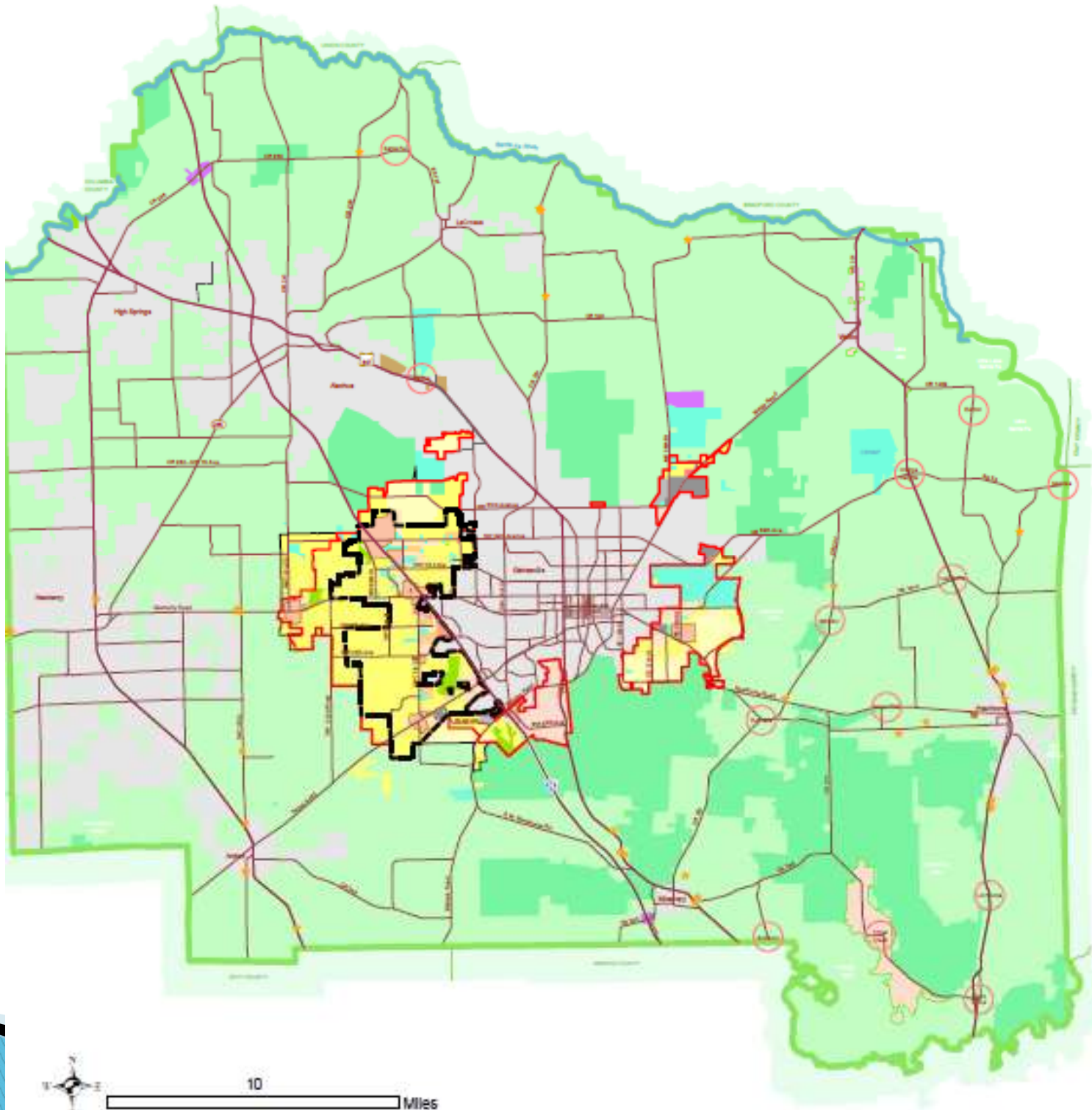
Transportation Concurrency Exception Areas,  
Transportation Concurrency Backlogs  
& Tax Increment Financing



# BOARD DIRECTION

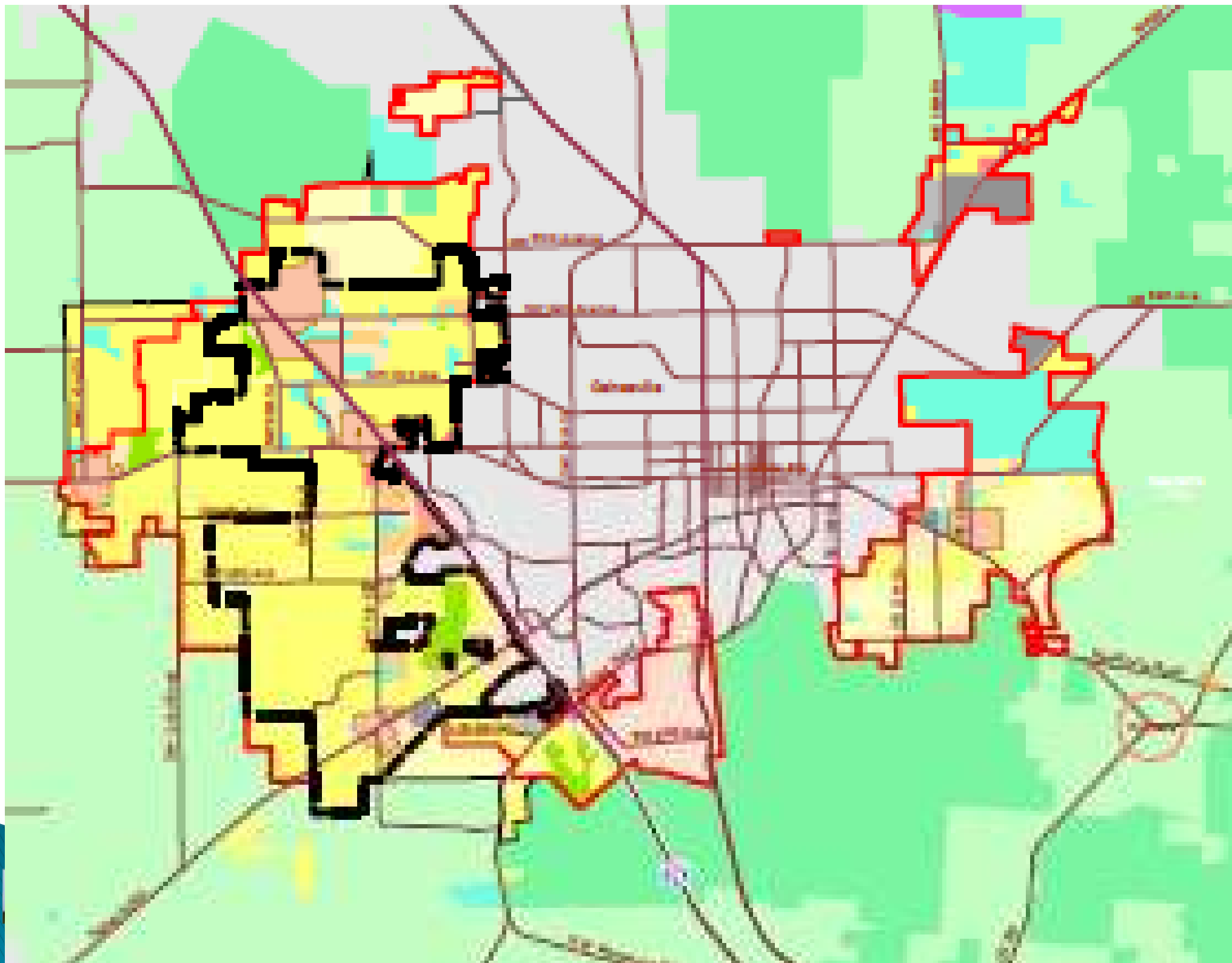
- ▶ Authorize staff to initiate Comprehensive Plan Amendments to:
  - 1) Designate an Urban Service Area/TCEA for a portion of the Urban Cluster as defined in Chapter 163.3164, F.S.;
  - 2) Establish Transportation Concurrency Backlog Areas and a Backlog Plan in accordance with Chapter 163.3182, F.S.





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## LAND USE

- TOD
- TND
- Activity Centers
- Urban Cluster
- Policies
- Proactive outreach



## TRANSPORTATION

- Multimodal Plan
- Bus Rapid Transit
- Roadway Connections
- Lanes over I-75
- Bicycle-pedestrian network



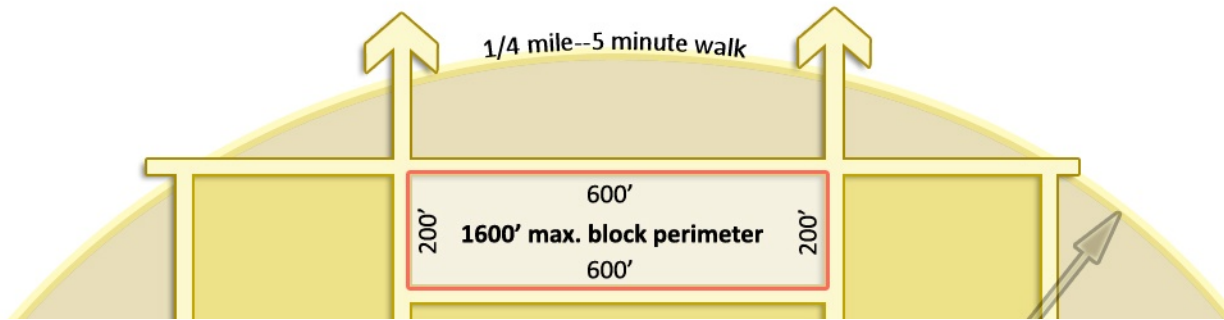
## FUNDING

- Mobility Fee based on VMT
- Bonds
- Infrastructure Assessment
- Infrastructure sales tax
- State, Federal transit \$

# Alachua County Mobility Plan


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Alachua County,  
Florida

- ▶ Supports CPA 01-09 concurrency alternative
  - ▶ Exempts TOD & TND projects from DRI Process
  - ▶ ( Q D E O H V W K H G H Q V L W \ L Q W H Q V
  - ▶ Flexibility in LOS Standards
  - ▶ Focus on mobility not vehicular capacity
  
  - ▶ Adopted Mobility Plan includes land use & transportation strategies to provide & fund mobility
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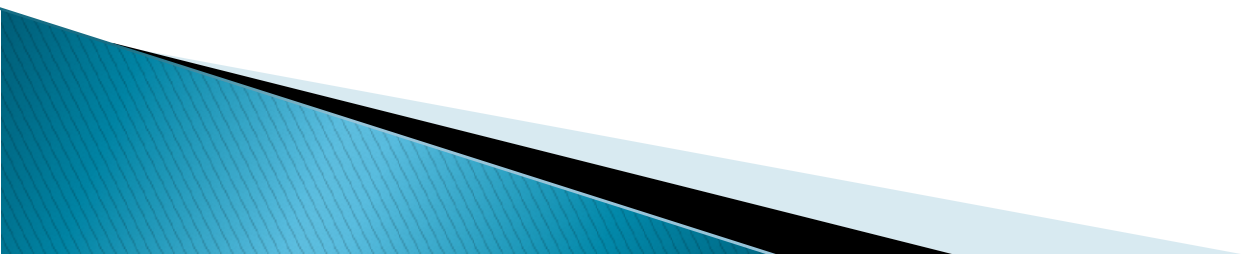
- ▶ MANDATORY TND / TOD FOR LARGE SCALER PROJECTS
- ▶ LOWER TND/TOD THRESHOLD TO 150 UNITS!
- ▶ ADDED TND / TOD REQUIRMENT FOR 25 ACRE + NON-RES PARCELS
- ▶ ALLOW ANY PARCEL TO DEVELOP AS TND (No Min Acreage)
- ▶ ALL DEVELOPMENT MUST ' ( 6 , \* 1AS A TND, except a stand alone SF home:
  - f* Parking
  - f* Street Network
  - f* Site Development
  - f* Building Design



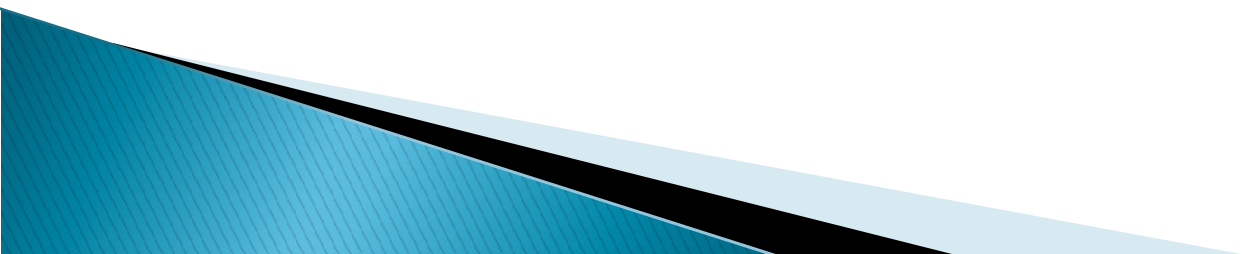
- ▶ PAY MULTI-MODAL TRANSPORTATION FEE &
- ▶ PAY PROPORTINATE SHARE FOR IMPACTED ROADS, INTERSECTIONS, INTERCHANGES & INTERSTATES NOT ADDRESSED BY MOBILITY FEE


OR

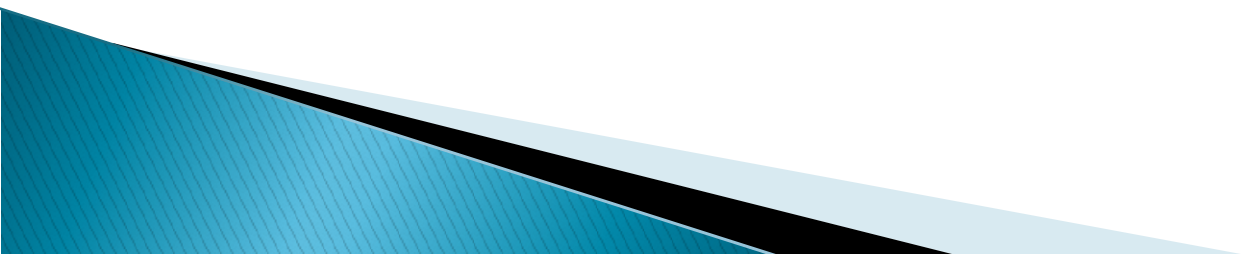
- ▶ PAY MULTI-MODAL TRANSPORTATION FEE
- ▶ ) 5 2 1 7 ( 1 ' , 1 ) \$ 6 7 5 8 & 7 8 5 ( , 1 & , (
- ▶ FUND TRANSIT SERVICE



- ▶ Essentially a Tax Increment Finance District
- ▶ To address existing or projected deficiencies
- ▶ Requires establishment of Backlog \$ X W K R (B O L C W ) \
- ▶ Define a backlog \$ U H D the Comprehensive Plan (USA or smaller – propose smaller areas)
- ▶ Develop a 3 O D C eliminate backlog deficiencies
- ▶ Can be used as a tool to , Q F H Q W L Y L ] H 7 2 '




- ▶ ESTABLISHES JUSTIFICATION FOR BACKLOG / TSD
  
  - ▶ ESTABLISHES FRAMEWORK FOR PLAN DEVELOPMENT
    - CROADS
    - CTRANSIT OPERATIONS
    - CTRANSIT CAPITAL
    - CMULTI-USE PATHS
    - CLOCAL ROADWAYS
    - CACCESS & CORRIDOR MANAGEMENT
  
  - ▶ FUTURE PLANS APPROVED THROUGH UPDATE OF CIE
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- ▶ FUNDING TRANSIT SERVICE: DISTRICT TO EASTSIDE AC
  - Phase 1: 20 min peak, 40 min off-peak, 10 hour span
  - Phase 2: 15 min peak, 30 min off-peak, 16 hour span
  - Phase 3: 10 min peak, 20 min off-peak, 30 min late, 18 hour span
  
- ▶ CAPITAL PROJECTS:
  - SW 45<sup>th</sup> / SW 47<sup>th</sup> Street multi-modal corridor
  - SW 30<sup>th</sup> Avenue Bridge over I-75, multi-modal corridor
  - Archer Braid Trail – Veterans Kanapaha Park to I-75
  - Archer Road Access Management
  - 500 Space Structured Park & Ride
  - Six Hybrid Buses



- ▶ Total Cost \$34,600,000,
  - ▶ Contributions (Developer & Multi-Modal Fee) \$17,500,000
  - ▶ Projected Total Backlog Funding \$17,100,000
    - ◉ 2012 – 2014 = \$2,052,750 @ 85%
    - ◉ 2015 – 2017 = \$6,128,062 @ 75%
    - ◉ 2018 – 2019 = \$5,010,119 @ 65%
    - ◉ 2020 – 2021 = \$4,737,425 @ 55%
  - ▶ Projected Total Tax Revenue \$24,633,000
  - ▶ Annual Tax Revenue @ Build out = \$4,528,125.00
  - ▶ Tax Rate = 8.05 mils
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