CLAY COUNTY, FLORIDA

CLAY COUNTY MOBILITY FEE ORDINANCE

ADOPTED OCTOBER 27, 2020

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ORDINANCE NO. 2020-_39___

AN ORDINANCE TO BE KNOWN AS THE CLAY COUNTY MOBILITY FEE ORDINANCE; PROVIDING DEFINITIONS, RULES OF CONSTRUCTION, AND FINDINGS; ADOPTING THE MOBILITY FEE STUDY; IMPOSING MOBILITY FEES ON NEW CONSTRUCTION; PROVIDING FOR CALCULATION AND ALTERNATIVE CALCULATION PROCEDURES FOR MOBILITY FEES; PROVIDING FOR PAYMENT; PROVIDING FOR THE USE OF MOBILITY FEE PROCEEDS; PROVIDING FOR EXEMPTIONS; PROVIDING FOR AFFORDABLE AND WORKFORCE HOUSING MOBILITY FEE DEFERRAL; PROVIDING FOR AN ECONOMC DEVELOPMENT MITIGATION PROGRAM; PROVIDING FOR CHANGES IN SIZE AND USE; PROVIDING FOR DEVELOPER CONTRIBUTION CREDIT; PROVIDING FOR APPLICABILITY; PROVIDING FOR AN ALTERNATIVE COLLECTION METHOD; PROVIDING FOR REVIEW HEARINGS; PROVIDING A REVIEW REQUIREMENT; PROVIDING FOR PERIODIC MOBILITY FEE RATE ADJUSTMENT; PROVIDING FOR A DECLARATION OF EXCLUSION FROM ADMINISTRATIVE PROCEDURES ACT; PROVIDING FOR ACCOUNTING AND REPORTING OF MOBILITY FEES; PROVIDING FOR NOTICE OF MOBILITY FEE RATES; PROVIDING FOR THE SUNSET OF CLAY COUNTY ORDINANCE 2017-30, AS AMENDED (ROAD IMPACT FEE ORDINANCE); PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF CLAY COUNTY, FLORIDA:

ARTICLE I

GENERAL

SECTION 1.01. DEFINITIONS. When used in this Ordinance, the following terms shall have the following meanings, unless the context otherwise clearly requires:

"**Access Improvements**" shall mean adjacent improvements designed and constructed to provide safe and adequate ingress and egress from New Construction, which include, but are not limited to, rights-of-way, easements, paving of adjacent or connecting roadways, turn lanes, deceleration and acceleration lanes, traffic control devices, signage and markings, sidewalks, multi-use paths, bike lanes, and drainage systems and utilities.

"**Accessory Building or Structure**" shall mean a detached, subordinate building, meeting all property development regulations, the use of which is clearly incidental and related to the use of the principal Building or use of land, and which is located on the same lot as that of the principal Building or vacant land use.

"**Affordable Housing**" shall mean a Dwelling Unit which is offered for sale or rent to Low-Income Persons or Very-Low-Income Persons and which monthly rent or monthly mortgage payments, including taxes, insurance and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross income for Low-Income Persons and Very-Low-Income Persons.

"**Alternative Mobility Fee**" shall mean any alternative fee calculated by an Applicant and approved by the Mobility Fee Coordinator pursuant to Section 2.03.

"**Applicant**" shall mean the person who requests Electrical Power Clearance, an exemption, a deferral, an expansion, or a credit as the case may be and the context requires.

"**Board**" shall mean the Board of County Commissioners of Clay County, Florida.

"**Building**" shall mean any structure, either temporary or permanent, having a roof impervious to weather and used or built for the shelter, or enclosure of persons, animals, chattels, or property of any kind. This term shall include tents, trailers, mobile homes, or any vehicles serving in any way the function of a building. This term shall not include temporary construction sheds or trailers erected to assist in construction and maintained during the term of a Building Permit.

"**Building Permit**" shall mean an official document or certificate issued by the County, under the authority of ordinance or law, authorizing the construction or siting of any Building.

"**Certificate of Occupancy**" shall mean the document issued by the County under the authority of ordinance or law that indicates the completion of a Building erected in accordance with plans approved by the building department, and final inspection having been performed, thereby allowing the building to be occupied.

"**City Street System**" shall mean the street system of any municipality within the County as defined in section 334.03(3), Florida Statutes, or its statutory successor in function.

"**Comprehensive Plan**" shall mean the Clay County Comprehensive Plan adopted and amended pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act as contained in Part II, Chapter 163, Florida Statutes, or its statutory successor in function.

"**County**" shall mean Clay County, Florida, a political subdivision of the State of Florida.

"**County Engineer**" shall mean the Person appointed by the County Manager to serve as its engineer or the designee of such Person, in accordance with Section 336.03, Florida Statutes, or its statutory successor in function.

"**County Manager**" shall mean the chief administrative officer of the County, appointed by the Board, or the designee of such Person.

"**County Transportation System**" shall mean the road system of the County as defined in Section 334.03(8), Florida Statutes, or its statutory successor in function, including Collector Roads, and Local Roads within the unincorporated area, and Arterial Roads, both principal and minor, including those within the State Highway System, associated bike lanes, sidewalks, transit facilities and other multimodal facilities for non-vehicular modes of transportation, but shall not include any roads within a City Street System.

"**Designated Mobility Improvement**" shall mean a specific capital improvement that adds capacity to the County Transportation System to accommodate the mobility demands from New Construction and is listed for improvement in the Capital Improvement Element of the Comprehensive Plan, as identified in the Mobility Fee Study or subsequently added to the County's Capital Improvement Element.

"**DRI Developer**" shall mean a developer of a Development of Regional Impact ("DRI") under Section 380.06, Florida Statutes.

"**Dwelling Unit**" shall mean a Building, or portion thereof, designed for residential occupancy, consisting of one or more rooms which are arranged, designed or used as living quarters for one or more persons.

"**Electrical Power Clearance**" shall mean the establishment of a permanent electrical power service to New Construction. A request for Electrical Power Clearance shall be initiated by the Applicant's request for an Equipment Check Inspection from the County for the New Construction. If the New Construction passes the inspection, the County will notify the appropriate power company that electrical service may be established.

"**Encumbered**" shall mean monies committed by contract or purchase order in a manner that obligates the County to expend the encumbered amount for the delivery of goods, the completion of services, and the conveyance of right-of-way by a vendor, supplier, contract or owner.

"**External Trip**" shall mean any Trip which either has its origins from or its destination to the New Construction and which impacts the County Transportation System.

"**Government Buildings or Facilities**" shall mean property owned by the United States of America or any agency thereof, a sovereign state or nation, the State of Florida or any agency thereof, a county, a special district, a school district, or a municipal corporation.

"**Initial Purchaser**" shall mean the initial Owner-occupant of Residential Construction subject to an Affordable Housing or Workforce Housing deferral pursuant to Section 3.02.

"**Low-Income Persons**" shall mean one or more natural persons, the total adjusted gross household income of which does not exceed 80% of the median adjusted gross income for households within the Jacksonville, Florida metropolitan statistical area covering the County as reported by the U.S. Department of Housing and Urban Development or its governmental successor in function.

"**Mixed Use New Construction**" shall mean New Construction in which more than one Mobility Fee Land Use Category is contemplated with each Category constituting a separate and identifiable enterprise not subordinate to or dependent on other enterprises with the New Construction.

"**Mobile Home**" shall mean any vehicle without independent motive power which is designed for housing accommodations and transportation over the highways on a chassis under carriage, which is an integral part thereof, but does not include travel trailers or recreational units as defined by Section 320.01, Florida Statutes. This definition shall include: (1) any unit which meets the criteria above and is certified by the Department of Safety and Motor Vehicles as meeting requirements of (USAS) A-119.2 as prescribed in Chapter 320, Florida Statutes; and (2) manufactured homes designed to be used as Dwelling Units, as defined in Chapter 553, Florida Statutes, or its statutory successor in function.

"**Mobility District**" shall mean those districts, as shown in Appendix B, which are established by the Board for the purposes of collection and expenditure of the Mobility Fees.

"**Mobility Fee**" shall mean the Mobility Fee imposed by the County pursuant to Section 2.01, or, if applicable, the Alternative Mobility Fee, pursuant to Section 2.03..

"**Mobility Fee Coordinator**" shall mean the Director of the Clay County Economic and Development Services Department or his or her designee.

"**Mobility Fee Land Use Category**" shall mean those categories of land use incorporated in the Mobility Fee Rate Schedule adopted in the Mobility Fee Study.

"**Mobility Fee Rate**" shall mean a Mobility Fee imposed for a particular New Construction under the applicable Mobile Fee Land Use Category established in the schedules included in the Mobility Fee Study.

"**Mobility Fee Study**" shall mean the Clay County Mobility Fee Study adopted pursuant to Section 1.04, as amended and supplemented pursuant to Section 3.09.

"**Moderate Income Persons**" shall mean one or more natural persons, the total adjusted gross household income of which does not exceed 120% of the median adjusted gross income for households within the Jacksonville, Florida, metropolitan statistical area covering the County as reported by the U. S. Department of Housing and Urban Development or its governmental successor in function.

"**Multi-Family Residential**" shall mean a building structure that is designed to house several different families in separate housing units. This includes condominiums, townhomes, apartments and duplexes.

"**New Construction**" shall mean land construction designed or intended to permit a use of the land which will contain more Dwelling Units, Buildings or floor space than the existing

use of land, or to otherwise change the use of the land in a manner that increases the generation of vehicular or non-vehicular traffic or the number of External Trips.

"**New Net Trip**" shall mean the average daily External Trips after accounting for "pass-by trips". This is often referred to as a primary trip, which a stop at the location is the primary reason for the trip.

"**Off-Site Improvements**" shall mean road improvements located outside of the boundaries of a New Construction which are required to serve External Trips, but not including Access Improvements.

"**Ordinance**" shall mean this Clay County Mobility Fee Ordinance.

"**Owner**" shall mean the Person holding legal title to the real property containing the New Construction.

"Pass-by Trip" is made as an intermediate stop on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator (origin or destination).

"**Person**" shall mean any individual, corporation, governmental agency, business trust, estate, trust, partnership, association, property owners' association, two (2) or more persons having a joint or common interest, governmental agency, or other legal entity.

"Person Miles Traveled (PMT)" is a standard measure of mobility that combines both the number and length of trips that is mode neutral.

"**Qualified Target Industry Business**" shall mean a new or expanding business in the County that has a positive economic and fiscal impact on the County and meets the definitional requirements of Section 288.106, Florida Statutes, or its statutory successor in function, for a Qualified Target Industry Business.

"**Residential**" shall mean Single-Family Detached Houses, Multi-Family Residential, Mobile Homes, continuing care retirement community, and recreational home/vehicle.

"**School**" shall mean a Building, including ancillary facilities, designed to house an organization of students for educational purposes at elementary, middle, or high school levels, including public schools authorized under the rules of the State Board of Education and private schools serving the same student grade level populations, but not including any facilities for post high school educational instruction and not including any Day Care Center.

"**Single-Family Detached House**" shall mean a home on an individual lot.

"**Square Footage**" shall mean the gross area measured in square feet from the exterior faces of exterior walls or other exterior boundaries of the Building, including all floors and mezzanines within said Building, but excluding areas within the interior of the Building which are utilized for parking.

"**State Highway System**" shall mean the road system of the State of Florida that lies within the County, as defined in Section 334.03(24), Florida Statutes, or its statutory successor in function.

"**Trip**" shall mean a one-way movement of vehicular travel from an origin (one trip end) to a destination (the other trip end). The word Trip shall have the meaning which it has in commonly accepted traffic engineering practice.

"**Trip Generation or Trip Generator Rate**" shall mean the maximum average new daily trip generation rates for the applicable Trip Generation Land Use Category defined by the current version of the Institute of Transportation Engineers Trip Generation, and adjusted by the Mobility Fee Study.

"**Trip Generation Land Use Category**" shall mean the trip characteristics studies within the 10th edition of the Institute of Transportation Engineers Trip Generation, published by the Institute of Transportation Engineers (ITE), as the same may be updated from time to time, when used in calculation of any update or revision of the Mobility Fee Study pursuant to Section 3.09.

"**Very-Low-Income Persons**" shall mean one or more natural persons, the total adjusted gross household income of which does not exceed 50% of the median adjusted gross income for households within the Jacksonville, Florida metropolitan statistical area covering the County as reported by the U.S. Department of Housing and Urban Development or its governmental successor in function.

"**Workforce Housing**" shall mean a Dwelling Unit which is offered for sale or rent to Moderate Income Persons and with respect to which monthly rents or monthly mortgage payments, including taxes and insurance, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households of Moderate Income Persons.

SECTION 1.02. RULES OF CONSTRUCTION. For the purposes of administration and enforcement of this Ordinance, unless otherwise stated in this section, the following rules of construction shall apply:

A. The word "shall" is always mandatory and not discretionary; the word may is discretionary.

B. Words used in the present tense shall include the future and words in the singular shall include the plural and the plural the singular, unless the context clearly indicates the contrary.

C. Unless the context clearly indicates the contrary, where a regulation involves two (2) or more items, conditions, provisions, or events connected by the conjunction "and," "or" or "either...or" the conjunction shall be interpreted as follows:

(1) *And* indicates that all the connected terms, conditions, provisions or events shall apply.

(2) *Or* indicates that the connected terms, conditions, provisions or events may apply singly or in any combination.

(3) *Either...or* indicates that the connected terms, conditions, provisions or events shall apply singly but not in combination.

D. The word "includes" shall not limit a term to the specific example but is intended to extend its meaning to all other instances or circumstances of like kind or character.

SECTION 1.03. FINDINGS. It is hereby ascertained, determined and declared:

A. Pursuant to Article VIII, section 1(g), Florida Constitution, sections 125.01 and 125.66, Florida Statutes, and other applicable provisions of law, the Board has all powers of local self-government to perform county functions, except when prohibited by law, and such power may be exercised by the enactment of legislation in the form of County ordinances.

B. The Board specifically finds that the County Transportation System benefits all residents of the County and, therefore, the Mobility Fee shall be imposed in all unincorporated areas of the County.

C. Growth contemplated in the Comprehensive Plan and Mobility Fee Study will require improvements and additions to the County Transportation System to accommodate the additional users generated by such growth in order to maintain the level of service standards adopted by the County.

D. Future growth, as represented by New Construction, should assist in mitigating its impacts by contributing its fair share to the cost of improvements and additions to the County Transportation System that are required to accommodate the growth in multimodal traffic, both vehicular and non-vehicular, generated by such growth.

E. The required improvements and additions to the County Transportation System needed to eliminate any deficiencies between the existing County Transportation System and the levels of service adopted by the County shall be financed by revenue sources of the County other than Mobility Fees.

F. Imposition of a Mobility Fee to require New Construction to contribute its fair share to the cost of required vehicular and multi-modal additions is an integral and vital element of the regulatory plan of growth management incorporated in the Comprehensive Plan.

G. The imposition of a Mobility Fee is to provide a source of revenue to fund the construction or improvement of the County Transportation System, including both vehicular and multimodal improvements, that are necessitated by growth as delineated in the capital improvement element of the Comprehensive Plan and the Mobility Fee Study.

H. The purpose of the Mobility Fee is to fund transportation improvements that will increase the capacity and efficiency of the County Transportation System by mitigating the impacts of New Growth. The efficiency of the County Transportation System can be improved by increasing roadway capacity using traditional methods, improving operations of existing facilities through intersection improvements and traffic signal upgrades to new and more efficient technology, and improving the connectivity of the transportation network, for vehicles, bicycles and pedestrians to provide better alternatives to heavily used travel routes, as well as

transit improvements (additional routes, improved signage and amenities, and enhanced intermodal connection).

I. The Designated Mobility Improvements identified in the capital improvement element of the Comprehensive Plan and Mobility Fee Study include roadway capacity improvements, pedestrian improvements, including bicycle lanes, sidewalks, shared use and multiuse paths, as well as intersection improvements to improve overall efficiency of the County Transportation System. Additionally, the standard FDOT costs used to estimate the cost of the Designated Mobility Improvements include multimodal facilities.

J. The Mobility Fee Study uses "person miles traveled" (PMT) as the basis for calculating the Mobility Fee. Although the Designated Mobility Improvements include multimodal improvements, those improvements are a vital and necessary part of the County's future transportation system and have been identified to increase connectivity by providing alternatives to vehicular transportation, thereby reducing the number of single-occupant vehicles on the County Transportation System. Additionally, the Northeast Regional Planning Model, V.2., developed by the North Florida Transportation Planning Organization, used to estimate the PMTs used in the Mobility Fee Study, incorporates the impact of these existing and future multimodal elements when determining the PMT used in the calculation of the Mobility Fee.

K. Accordingly, given that PMT used in the Mobility Fee Study has been adjusted for multimodal improvements and the inclusion of these costs in the cost estimate of Designated Mobility Improvements, it is fair and reasonable to include multimodal improvements in the Designated Mobility Improvements.

L. The Board expressly finds that the Designated Mobility Improvements to the County Transportation System, as contained in the study entitled "Clay County Mobility Plan

Study," dated as of October 27, 2020, provide a benefit to all New Construction within the County that is in excess of the actual Mobility Fee.

M. The County has the responsibility to provide and maintain roads, multimodal improvements, and other public facilities in the County Transportation System. New Construction occurring within the County impacts the County Transportation System; therefore, New Construction should pay its fair share of the cost of providing the necessary improvements and additions to the County Transportation System. In recognition of these findings, it is the intent of the Board that, upon approval and adoption of this Ordinance and the Mobility Fee Study by the Board, the County shall impose a Mobility Fee to provide for the cost of growth-required improvements and additions to the County Transportation System.

N. The Designated Mobility Improvements to the County Transportation System and the allocation of projected costs between those improvements and additions necessary to serve existing development and those improvements and additions required to accommodate the growth represented by New Construction, as presented in the Mobility Fee study, are proportional and reasonably connected to, and have a rational nexus with the expenditures of the Mobility Fee funds collected and the benefits accruing to the New Construction, and are hereby approved and adopted by the County. Such projections are hereby found to be in conformity with the Comprehensive Plan.

O. Transportation planning is an evolving process and the Designated Mobility Improvements to the County Transportation System identified upon the date of the adoption of this Ordinance constitute projections of growth patterns and transportation improvements and additions based upon present knowledge and judgment. Therefore, in recognition of changing growth patterns and the dynamic nature of population and employment growth, it is the intent of

the Board that the Designated Mobility Improvements to the County Transportation System be reviewed and adjusted periodically, pursuant to Section 3.09, to ensure that Mobility Fees are imposed equitably and lawfully and are utilized effectively based upon actual and anticipated traffic conditions at the time of their imposition.

P. The purpose of this Ordinance is to regulate the development of land within the County by requiring payment of Mobility Fees by New Construction and to provide for the cost of the Designated Mobility Improvements to the County Transportation System which are required to accommodate such growth. This Ordinance shall not be construed to permit the collection of Mobility Fees in excess of the amount reasonably anticipated to offset the demand on the County Transportation System generated by such New Construction.

Q. The Mobility Fee Study, Mobility Fee, and this Ordinance are based on the most recent and localized data and comply with the goals, objectives and policies of the Comprehensive Plan, specifically the Transportation Element Policies; and the Capital Improvements Element Policies and are consistent with Florida law.

R. The County shall be divided into separate Mobility Districts which are based on the Mobility Fee Study and the Comprehensive Plan and generally depict those areas where the County has planned for urban, suburban, and rural forms of development. The Mobility Districts shall be utilized to create the differential Mobility Fee structure as described in the Mobility Fee Study.

S. Based on the typical travel characteristics in the County set forth in the Mobility Fee Study, utilizing the Mobility Districts to regulate Mobility Fee expenditures is the best method of ensuring that the Designated Mobility Improvements funded by Mobility Fees benefit development in the Mobility Districts paying the Mobility Fees.

T. Mobility Fees paid pursuant to this Ordinance will be used within the Mobility Districts in which the Mobility Fees are collected, except as provided herein. Specific transportation facilities may benefit more than one Mobility District which will require a portion of Mobility Fees to be proportioned to the relevant Mobility Districts associated with the multi-district improvement.

U. The Administrative Fee authorized in Section 2.05 is fair and reasonable and constitutes no more than the County's actual costs for the collection and administration of the Mobility Fee.

V. In Chapter 420, Florida Statutes, the Florida Legislature directly recognizes the critical shortage of Affordable Housing and Workforce Housing in the State of Florida for very low to moderate income families, the problems associated with rising housing costs in the State, and the lack of available housing programs to address these needs. In recognition of these problems and the State's encouragement to local governments to work in partnership with the State and private sector to solve these housing problems, the County finds a need for local programs to stimulate and provide for the development of Affordable Housing for Low and Very-Low Income Persons and Workforce Housing for Moderate Income Persons.

W. The Board desires to provide financial incentives to develop and provide Affordable Housing and Workforce Housing within the County so that Low, Very-Low and Moderate Income Persons who desire to live and to work in the County may have access to housing, and thus to offset the negative consequences of the shortage of such housing.

X. To accomplish this objective the Board finds that it is fair and reasonable to provide for deferral of Mobility Fees for Affordable Housing and Workforce Housing to reduce

the burden of Mobility Fees on Low, Very-Low and Moderate Income Persons and encourage the development of Affordable Housing and Workforce Housing in the County.

Y. Because the imposition of the Mobility Fees herein may place the County in a non-competitive position with other local governments that have chosen not to impose mobility fees or road impact fees and thus hinder efforts by the County and the community to (1) encourage economic development opportunities within the County, (2) create permanent employment expansion opportunities for the County's citizens and (3) encourage new or expanded businesses within the County to help reverse the daily commute out of the County, there is hereby created an Economic Development Mobility Fee Mitigation Program for certain Non-Residential New Construction and Qualified Target Industry Businesses to mitigate any real or perceived disadvantage occurring from the imposition of the Mobility Fees.

SECTION 1.04. ADOPTION OF MOBILITY FEE STUDY. The Board hereby adopts and incorporates by reference, the study entitled "Clay County Mobility Fee Study," dated as of October 27, 2020, particularly the assumptions, conclusions and findings in such study as to the allocation of anticipated costs of Designated Mobility Improvements to the County Transportation System between those costs required to accommodate existing traffic and those costs required to accommodate traffic generated by growth and those assumptions, conclusions and findings in such study as to the determination of anticipated costs of additions to the County Transportation System required to accommodate growth. The Mobility Fee Study is attached as Appendix A, and its terms incorporated herein.

ARTICLE II

MOBILITY FEES

SECTION 2.01. IMPOSITION.

A. All New Construction occurring within the unincorporated area of the County shall pay the applicable Mobility Fee established in this Ordinance.

B. The Board hereby establishes five (5) Mobility Districts, as shown in Appendix B, for purposes of collection and expenditure of the Mobility Fees.

C. The Board hereby adopts the formulae for calculation and the schedules of Mobility Fees for each Mobility District, as provided for in the Mobility Fee Study, which are incorporated herein and imposed upon all New Construction occurring within the unincorporated County at the rate established under the applicable Mobility Fee Land Use Category.

SECTION 2.02. CALCULATION OF MOBILITY FEE.

A. Upon receipt of a complete application for a Building Permit, the Mobility Fee Coordinator shall provide the applicant the applicable Mobility Fee. If a person has received a credit pursuant to this Ordinance, that credit shall be subtracted from the otherwise applicable Mobility Fee, if such credit applies. There shall be no refunds if the Mobility Fee is less than the previous road impact fee imposed pursuant to Clay County Ordinance 2017-30, as amended. A person may request at any time a nonbinding estimate of the Mobility Fee due for a particular development; however, such estimate is subject to change when a complete application for a Building Permit or other development permit is made.

B. The Mobility Fee shall be calculated by using (1) the Mobility Fee Rate Schedule adopted in the Mobility Fee Study and included in Appendix C made a part hereof, or (2) an Alternative Mobility Fee calculation study approved in accordance with Section 2.03 herein.

The Mobility Fees in the Mobility Fee Rate Schedule have been calculated using the formulae presented in the Mobility Fee Study. The dollar amount of a Mobility Fee required to be paid by each land use in the Mobility Fee Rate Schedule shall be multiplied by the number of units in the development seeking a Building Permit for such land use.

C. Land uses that are not specifically listed in the Mobility Fee Rate Schedule shall be assigned the trip generation rate of the most similar land use listed in the Mobility Fee Rate Schedule.

D. In the event New Construction involves "spec" construction, the Mobility Fee shall be calculated on the basis of the land use for the finished space. The Mobility Fee for "spec" construction occupied upon completion of construction shall be paid in two installments. The first payment shall be due at the time the Applicant requests Electrical Power Clearance for the shell building and shall be in the amount attributable to warehouse development according to the Mobility Fee Rate Schedules set forth in the Mobility Fee Study. The amount of the initial installment shall be credited against the total fee due for the finished space. The balance of the Mobility Fee shall be paid upon the Applicant's request for Electrical Power Clearance for the built out "spec" space.

E. In the event a New Construction involves a Mixed Use New Construction, the Mobility Fee Coordinator shall calculate the Mobility Fee based upon the number of New Net Trips to be generated by each separate Mobility Fee Land Use Category included in the proposed Mixed Use New Construction.

SECTION 2.03. ALTERNATIVE MOBILITY FEE CALCULATION.

A. In the event an Applicant believes that the impact to the County Transportation System necessitated by its New Construction is less than the New Net Trips that are assumed

under the applicable Mobility Fee Land Use Category adopted in the Mobility Fee Study, such Applicant may, prior to requesting Electrical Power Clearance for such New Construction, file with the Mobility Fee Coordinator an Alternative Mobility Fee calculation that seeks to establish an alternative mobility fee using the methodology contained in the Mobility Fee Study adopted in Section 1.04. The Mobility Fee Coordinator shall review the alternative mobility fee calculations and make a determination within thirty (30) days of submittal as to whether such calculation complies with the requirements of this Section.

B. For purposes of any Alternative Mobility Fee calculation, the New Construction shall be presumed to have the maximum impact on the County Transportation system for the Trip Generation Land Use Category.

C. The Alternative Mobility Fee calculation shall be based on data, information or assumptions contained in this Ordinance and the Mobility Fee Study or an independent source, provided that:

(1) The independent source is a generally accepted standard source of transportation engineering or planning information, or

(2) The independent source is a local study supported by a data base adequate for the conclusions contained in such study performed by a professional engineer pursuant to a generally accepted methodology of transportation planning or engineering.

(3) If, during its approval process, a previously approved New Construction project containing the same proposed uses submitted a trip characteristic study substantially consistent with the criteria required by this Section, and if such study is determined by the Mobility Fee Coordinator to be current, the trip characteristics of such previously approved New Construction shall be presumed to be as described in the prior study. In such circumstances, an

Alternative Mobility Fee shall be established reflecting the trip characteristics described in the prior study. There shall be a rebuttable presumption that a trip characteristic study conducted more than three (3) years earlier is invalid. A traffic impact study conducted more than seven years earlier is invalid and will not be considered.

(4) It is acknowledged that the Mobility Fee Rates are based upon the applicable Trip Generation Rates for the Trip Generation Land Use Categories corresponding to the Mobility Fee Land Use Categories set forth in the Mobility Fee Study. In recognition of such acknowledgment, the Trip Generation Rates for the Trip Generation Land Use Categories shall be considered an independent source for the purpose of an Alternative Mobile Fee calculation without the necessity of a study as required by Subsections C(1) and C(2) of this Section.

D. If the Mobility Fee Coordinator determines that the data, information, and assumptions utilized by the Applicant comply with the requirements of this Section and that the calculation of the Alternative Mobility Fee number of Person Miles Traveled was by a generally accepted methodology, then the Alternative Mobility Fee shall be paid in lieu of the fee set forth in Sections 2.01 and 2.02 of this Section.

E. If the Mobility Fee Coordinator determines that the data, information and assumptions utilized by the Applicant to compute an alternative number of Person Miles Traveled using the methodology contained in the Mobility Fee Study do not comply with the requirements of this Section, then the Mobility Fee Coordinator shall provide to the Applicant by certified mail, return receipt requested, written notification of the rejection of the Alternative Mobility Fee and the reasons therefore, including notification that the Mobility Fee imposed in

Sections 2.01 and 2.02, as applicable, shall be paid in accord with the provisions of this Ordinance.

F. An Applicant who submits a proposed Alternative Mobility Fee pursuant to this Section, and desires to secure Electrical Power Clearance prior to the resolution of a pending Alternative Mobility Fee shall pay the applicable Mobility Fee at the time said Applicant requests Electrical Power Clearance. Said payment shall be deemed paid "under protest" and shall not be construed as a waiver of any rights. Any difference in the amount of the Mobility Fee after resolution of the pending Alternative Mobility Fee shall be refunded to the Applicant or Owner.

G. The Board shall establish an Administrative Fee, payable in addition to the Alternative Mobility Fee, by separate resolution to cover the County's costs incurred in processing and reviewing any Alternative Mobility Fee applications, including fees incurred for review of any applications by third party experts.

SECTION 2.04. PAYMENT.

A. An Applicant shall pay the Mobility fee to the County at the time of requesting Electrical Power Clearance for New Construction, except as otherwise provided in this Ordinance.

B. The obligation for payment of the Mobility Fee and any credits related thereto shall run with the land.

C. The payment of the Mobility Fee shall be in addition to any other fees, charges or assessments of the County which are due in order to secure Electrical Power Clearance for the New Construction.

D. A Mobility Fee collected under this Ordinance may be considered for refund to the payor by the Mobility Fee Coordinator if the request is made within sixty (60) days of payment, if the payment was made in error, and if the funds have not been expended or encumbered. A request must include a notarized sworn statement that the requestor made the payment and the reason the payment was made in error along with a copy of the dated receipt issued for payment of the fee. The decision on a request for a refund is within the sole discretion of the Mobility Fee Coordinator and is final. The County shall retain two (2) per cent of any Mobility Fee with respect to which a refund is made hereunder as a charge to offset its administrative costs. Credits applied in lieu of payment of Mobility Fees shall not be eligible for refund under this Section.

SECTION 2.05. USE OF MOBILITY FEE PROCEEDS.

A. The Board hereby establishes five (5) separate trust accounts for the Mobility Fee, to correspond to the five (5) Mobility Districts, which accounts shall be maintained separate and apart from all other accounts of the County.

B. All Mobility Fees shall be deposited into the appropriate trust account for the Mobility District from which the fees were collected immediately upon receipt.

C. All Mobility Fees and all interest which may accrue thereon shall be used solely to provide for the growth contemplated in the Comprehensive Plan and the Mobility Fee Study in the form of Designated Mobility Improvements to the County Transportation System which when completed will serve the mobility needs of the growth and maintain the level of service standards adopted by the County.

D. Mobility Fee funds shall not be used for any expenditure that would be classified as a transportation operation and maintenance expense. The Mobility Fee and all interest

accruing thereto shall be used solely within the Mobility Districts from which the Mobility Fee is collected; however, to the extent that Designated Mobility Improvement provides reasonable benefits beyond the Mobility District within which it is located, it may be funded with Mobility Fee funds collected from an adjacent Mobility District. However, prior to encumbering any Mobility Fee funds in this matter, the Board shall make a written determination that (1) the Designated Mobility Improvement will directly and substantially benefit the development in the Mobility District from which the Mobility Fees have been collected; (2) the planned Designated Mobility Improvement is of a nature such that it will add capacity to the transportation system beyond the Mobility District in which it is situated; and (3) the demand for the Designated Mobility Improvement is reasonably attributable to development in the Mobility District from which the Mobility Fees have been collected. However, no more than fifty percent of the Mobility Fee collected in one Mobility District may be used to fund the applicable Designated Mobility Improvement or portions thereof which are located in the adjacent Mobility District.

E. The monies deposited in the Mobility Fee trust accounts shall be used solely to provide improvements and additions to the County Transportation System required to accommodate traffic generated by growth as projected in the Mobility Fee Study. The monies deposited into the Mobility Fee trust accounts shall be used solely for the purpose of constructing or improving the Designated Mobility Improvements to the County Transportation System, as these improvements may be amended from time to time, including, but not limited to:

(1) design, engineering and construction plan preparation;

(2) permitting;

(3) right-of-way acquisition, including any costs of acquisition or condemnation;

(4) construction of new through lanes;

(5) construction of new turn lanes;

(6) construction of new bridges;

(7) construction of new drainage facilities in conjunction with new roadway construction;

(8) purchase and installation of traffic signals;

(9) construction of new curbs, medians and shoulders;

(10) construction of new shared use and multi-use paths, bike lanes, sidewalks and other bicycle and pedestrian improvements;

(11) construction of new transit facilities;

(12) relocating utilities to accommodate new roadway construction;

(13) construction management and inspection, including multimodal mobility hub buildings and structures and initial asset capitalization of microtransit, shared use mobility and micromobility solutions;

(14) surveying and soils and material testing;

(15) repayment of monies transferred or borrowed from any budgetary fund of the County which were used to fund any growth impacted construction or improvements as herein defined;

(16) payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the County to provide funds to construct or acquire growth impacted capital transportation improvements on the County Transportation System; and

(17) transportation planning, development and engineering.

F. Any monies on deposit which are not immediately necessary for expenditure shall be invested by the County. All income derived from such investments shall be deposited in the Mobility Fee trust account and used as provided herein. Additionally, any monies on deposit which are not immediately necessary for expenditure may be loaned to another Mobility District to provide capital improvements and additions to Designated Mobility Improvements within that Mobility District, provided such funds, including a reasonable rate of interest, shall be repaid to the Mobility District from which they were borrowed within a reasonable time, not to exceed five years.

G. The County may collect, in addition to the Mobility Fee, up to three percent (3%) of all Mobility Fees received or the actual costs of administration, collection, and the periodic review required under Section 3.09, whichever is less, as an Administrative Fee to defray the costs of administering the Mobility Fee program.

H. The Mobility Fees collected pursuant to this Ordinance may be returned to the then current Owner of the property on behalf of which such fee was paid if such fees have not been expended or encumbered prior to the end of the fiscal year immediately following the eighth anniversary of the date upon which such fees were paid. Refunds shall be made only in accordance with the following procedure:

(1) The then current Owner shall petition the County for the refund within 180 days following the eighth anniversary date on which the Mobility Fees Fee was paid.

(2) The petition for refund shall be submitted to the Mobility Fee Coordinator and shall contain:

(a) A notarized sworn statement that the petitioner is the current Owner of the property on behalf of which the Mobility Fees Fee was paid;

(b) A copy of the dated receipt issued for payment of such fee or such other record as would indicate payment of such fee;

(c) A certified copy of the latest recorded deed; and,

(d) A copy of the most recent ad valorem tax bill.

(3) Within ninety days from the date of receipt of a petition for refund, the Mobility Fee Coordinator will advise the Owner of the status of the Mobility Fee requested for refund, and if such Mobility Fee has not been spent or Encumbered within the applicable time period, then it shall be returned to the Petitioner subject to the extension described in 2.05H(4). For the purposes of this Section, fees collected shall be deemed to be spent or Encumbered on the basis of the first fee in shall be the first fee out.

(4) The County may, by resolution, extend for up to three years the date by which the funds must be refunded. Such an extension shall be made upon a finding that within the three-year period, improvements are scheduled to be constructed that are reasonably attributable to the Owner's land development activity and that the fees for which the time of refund is extended shall be spent for those capital improvements. The Board may adopt a resolution extending the date by which the funds must be refunded at any time, up to 270 days after the eighth anniversary date on which the Mobility Fee was paid.

(5) Any application submitted after the 180 day period provided in 2.05H(1) shall not be accepted and the Applicant shall have no further right to a refund of Mobility Fees.

ARTICLE III

MISCELLANEOUS PROVISIONS

SECTION 3.01. EXEMPTIONS.

A. Subject to the Changes In Size and Use provisions in Section 3.04 herein, the following shall be exempted from payment of the Mobility Fee:

(1) Subject to Section 3.04A, the alterations, expansion, or replacement of an existing Dwelling Unit which does not result in any additional Dwelling Units or increase the number of families for which such Dwelling Unit is arranged, designed or intended to accommodate for the purpose of providing living quarters.

(2) Subject to Section 3.04A, the alteration or expansion of a Building if the Building use upon completion does not increase the number of External Trips under the applicable Mobility Fee Rate which were initially attributed to the Building.

(3) The replacement of a Dwelling Unit, Mobile Home, Building or an Accessory Building or Structure if the replacement Dwelling Unit, Mobile Home, Building or Accessory Building or Structure does not result in a land use generating greater External trips under the applicable Mobility Fee Rate. In the event of a replacement of the primary Building, the existing and replacement Buildings must be located on the same lot and the Electrical Power Clearance for such replacement must occur within five (5) years of the date the previous Building was occupied.

(4) The issuance of a tie-down permit on a Mobile Home on which applicable Mobility Fees have previously been paid for the lot upon which the Mobile Home is to be situated. The Electrical Power Clearance must be secured for the replacement Mobile Home within five (5) years of the date the previous Mobile Home was occupied.

(5) Government Buildings or Facilities and Schools. The County is ultimately responsible for funding all Designated Mobility Improvements for which Mobility Fee payments will be collected including any shortfalls. The cumulative number of trips and resulting PMT from any County proposed development or Clay County School Board school facility development will be analyzed and included in the modeled capacity available. Neither the County nor the Clay County School Board will be required to pay Mobility Fees in order to proceed with their respective proposed development. However, any Mobility Fee exemption issued for a Government Building or Facilities or School shall expire if an alteration causes the Government Building or Facility or School facility to no longer be a government Building. The Mobility Fee for other land uses shall not be increased as a result of this exemption for government facilities.

SECTION 3.02. AFFORDABLE AND WORKFORCE HOUSING MOBILITY FEE DEFERRAL.

A. Pursuant to the requirements established in this Section, the County shall defer the payment of the Mobility Fees for any new Owner-occupied Residential Construction which qualifies as Affordable Housing or Workforce Housing as defined herein.

B. Any Applicant seeking an Affordable Housing or Workforce Housing deferral for proposed Residential New Construction shall file with the Mobility Fee Coordinator an Application for Deferral, prior to requesting Electrical Power Clearance for the proposed Residential New Construction. The Application for Deferral shall contain the following:

(1) The name and address of the Initial Purchaser;

(2) The legal description of the Residential New Construction;

(3) The proposed selling price of the Residential New Construction;

(4) Evidence that the Residential New Construction shall be occupied by Very Low-Income Persons, Low-Income Persons or Moderate Income Persons, as certified by the Mobility Fee Coordinator; and

(5) Evidence that the Residential New Construction is funded by a governmental affordable housing program, if applicable.

C. If the proposed Residential New Construction meets the requirements for an Affordable Housing or Workforce Housing Deferral as set forth in this Section, the County Manager shall be authorized to enter into an Affordable Housing Mobility Fee Deferral Agreement (the "Deferral Agreement") with the developer or the Initial Purchaser, as applicable. The Deferral Agreement shall be accepted by the County in lieu of prompt payment of the Mobility Fees that would otherwise be due and payable but for the Agreement. The Deferral Agreement shall provide for, at a minimum, the following, and shall further include such provisions deemed necessary by the Board to effectuate the provisions of this Section:

(1) The deferred Mobility Fees shall be a lien on the New Construction for the duration of the deferral period established pursuant to this Section. The lien may be foreclosed upon in the event of noncompliance with the requirements of the Deferral Agreement. The lien shall terminate upon the expiration of a deferral period or upon payment of the lien following a sale or transfer of the New Construction as provided herein. Such termination of the lien shall be evidenced by the recording of a release or satisfaction of lien in the public records of the County. Such release shall be recorded upon payment in full.

(2) Neither the deferred Mobility Fees nor the Deferral Agreement shall be transferred, assigned, credited or otherwise conveyed from the Residential New Construction. The deferral of Mobility Fees and the Deferral Agreement shall run with the land.

(3) In the event the Owner is in default under the Deferral Agreement, and the default is not cured within 30 days after written notice is provided to the Owner, the Board may at its sole option collect the Mobility Fee amounts in default or bring a civil action to enforce the Deferral Agreement or declare that the deferred Mobility Fees are then in default and immediately due and payable. The Board shall be entitled to recover all fees and costs, including attorney's fees and costs, incurred by the County in enforcing the Deferral Agreement plus interest at the then maximum statutory rate for judgments calculated on a calendar day basis until paid. In the event the County initially funded the deferred Mobility Fee for the Residential New Construction from other available County revenues, the deferred Mobility Fees collected upon a breach of the Deferral Agreement will be used to repay such County funds.

(4) The Deferral Agreement shall be binding upon the developer or Initial Purchaser's successors and assigns.

(5) The Deferral Agreement shall be recorded in the official records of the County at no cost to the County.

D. To qualify for a deferral under this Section, Owner-occupied Residential New Construction must meet all of the following criteria:

(1) The Initial Purchaser(s) or anticipated Initial Purchaser(s) must qualify as Very-Low Income Persons, Low-Income Persons or Moderate Income Persons, as defined herein, at the time of execution by the County of the Deferral Agreement.

(2) The purchase price of the Residential New Construction shall not exceed $247,500.00.

(3) The Residential New Construction shall qualify as "Owner-occupied" if:

(a) a written affirmation from the developer to the County guarantees that the requisite Affordable Housing or Workforce Housing units will be constructed; and

(b) the affirmation is in effect on the date of execution of the Deferral Agreement by the County; and

(c) within six months from the date of Electrical Power Clearance or the execution of the affirmation, whichever is later, any option to purchase is exercised and the qualified Initial Purchaser takes ownership of the Residential New Construction. If the qualified Initial Purchaser fails to purchase the Residential New Construction within the six-month period, then the deferred Mobility Fees are considered in default as of the date that the Mobility Fees would have been due without the deferral and the Applicant shall pay all of the Mobility Fees that would have been assessed but for the deferral.

(4) The Residential New Construction must be the homestead of the Initial Purchaser(s). The Initial Purchaser(s) of the Residential New Construction must be at least 18 years of age and must be either citizen(s) of the United States or be a legal alien who permanently resides in the United States. Proof of United States Citizenship or permanent legal residency must be established to the County's sole satisfaction. The Residential New Construction must be granted a homestead exemption pursuant to Chapter 196, Florida Statutes, within one year after the initial purchase of the Residential New Construction.

(5) No more than 30 Mobility Fee Deferral Agreements are permitted at any single time for an individual developer, or for any developments that are under common ownership; provided, however, that a developer may apply to the Board for approval to exceed

this cap on deferrals for projects that will increase the availability of Affordable Housing or Workforce Housing within the County. For purposes of this subsection, "common ownership" means ownership by the same person, corporation, firm, entity, partnership, or unincorporated association; or ownership by different corporations, firms, partnerships, entities, or unincorporated associations, in which a stockbroker, partner, or associate, or a member of his family owns an interest in each corporation, firm, partnership, entity, or unincorporated association.

E. All Mobility Fees deferred at the time Electrical Power Clearance was issued shall become due and payable upon the first occurrence of any sale or transfer of the Residential New Construction if such sale or transfer occurs within eight years of the date of Electrical Power Clearance for the residential New Construction.

(1) All such deferred Mobility Fees shall be immediately paid in full to the County not later than the closing date of the sale or the effective date of the transfer.

(2) Repayment shall include any accrued interest. Interest shall be computed at the prevailing prime interest rate established for commercial lenders within the County not to exceed the maximum rate of interest permitted by law.

(3) If the household income of the Initial Purchaser rises above the levels for Very Low-Income, Low Income or Moderate Income Persons, as defined herein, the Initial Purchaser shall maintain the deferral for the duration of their ownership of the Residential New Construction.

(4) The deferred Mobility Fees shall be forgiven upon the eighth anniversary of the date of Electrical Power Clearance if the Initial Purchaser does not sell or transfer the property within such deferral period.

F. The amount of the Mobility Fees shall not be increased to replace any revenue lost due to any deferral approved pursuant to this Section.

SECTION 3.03. ECONOMIC DEVELOPMENT MITIGATION PROGRAM.

A. Because the imposition of the Mobility Fees herein may place the County in a non-competitive position with other local governments that have chosen not to impose road impact fees, mobility fees, or other programs to provide needed transportation improvements to serve future growth, and thus hinder efforts by the County and the community to (1) encourage economic development opportunities within the County; (2) create permanent employment expansion opportunities for the County's citizens; and (3) encourage new or expanded businesses within the County to help reverse the daily commute out of the County, there is hereby created an Economic Development Mobility Fee Mitigation Program for certain land uses to mitigate any real or perceived disadvantage occurring from the imposition of the Mobility Fees.

B. The County has two levels of Economic Development Mobility Fee Mitigation for businesses as described below.

C. Non-Residential New Construction. The Non-Residential New Construction which qualifies for economic development mitigation are as set forth in the Mobility Fee Rate Schedules attached as Appendix C. Payment of the mitigated Mobility Fee shall be in accord with the provisions of Section 2.04 of this Ordinance regarding Payment.

D. QTI Business Mitigation. New Construction which houses a Qualified Target Industry Business (QTI) and creates a minimum of ten new permanent jobs or a ten percent increase in existing employment (whichever is greater) with each job paying (excluding benefits) at least 101% of the County's then applicable average private sector wage, as determined by Enterprise Florida, or its statutory successor. For the purposes of this Section, a permanent job

means any filled full-time job position offered by the QTI Business, new to the County and located at the QTI New Construction, that is reasonably expected to exist for a period of more than one year from the date such position is available to a prospective employee and which position is continuously filled by the Developer except for customary periods to advertise, interview and hire new employees. At a minimum, the permanent jobs described in this subsubsection must be in place no later than one year following Electrical Power Clearance for the QTI New Construction and maintained for the balance of the ten-year deferral period, as set forth below. If the New Construction meets the requirements provided in this subsubsection for mitigation, the New Construction shall be eligible to receive Economic Development Mobility Fee Mitigation equal to 100 percent of the Mobility Fee.

(1) Any QTI Business seeking Economic Development Mobility Fee Mitigation shall file an application for mitigation with the Mobility Fee Coordinator prior to requesting Electrical Power Clearance for the subject QTI New Construction, or in the case of occupied "spec" construction, the application shall be submitted prior to the request for Electrical Power Clearance for the built out "spec" space. The application shall contain:

(a) a designation of the New Construction for which the application is being submitted, including a current and complete legal description of the property upon which the QTI Business is proposed to be located;

(b) the name and address of the Owner of the property upon which the QTI Business is proposed to be located;

(c) proof that the New Construction will house a QTI Business;

(d) for QTI Business mitigation, a notarized affidavit and all necessary supporting evidence affirming that the requirements of subsection D above will be met within one year of the date Electrical Power Clearance is issued; and

(e) other necessary information as determined by the Mobility Fee Coordinator; provided that the name of the QTI Business is not required to be disclosed.

(2) Any QTI Business which submits an Application for Economic Development Mobility Fee Mitigation pursuant to this Section and which desires immediate Electrical Power Clearance prior to the execution of an Economic Development Mobility Fee Mitigation Agreement ("the Mitigation Agreement") shall pay the Mobility Fees imposed herein at the time of requesting Electrical Power Clearance. Any difference between the amount paid and the amount due, should the Mobility Fee Coordinator approve and accept the application, shall be refunded to the Applicant or entity that made the payment.

(3) For QTI Businesses, if the Mobility Fee Coordinator finds that the New Construction meets the requirements provided herein for mitigation, the Mobility Fee Coordinator shall prepare a Mitigation Agreement which shall contain, but not be limited to, the Clay County Mobility Fee Mitigation Application and any other documents as requested by the Mobility Fee Coordinator. The Mitigation Agreement shall include provisions imposing a lien on the New Construction in the amount of the Mobility Fees mitigated pursuant to the agreement for a period of ten years; provided, however, that such lien shall be subordinate to any acquisition and development loan incurred by the Owner or the QTI Business and to all liens for taxes and other governmental liens and assessments.

(4) The County Manager is hereby authorized to execute the Mitigation Agreement on behalf of the County. The Owner and an authorized principal of the QTI Business

shall execute the Mitigation Agreement. The Mitigation Agreement shall be accepted by the County in lieu of prompt payment of the Mobility Fees that would otherwise be due and payable but for the Mitigation Agreement. The Mitigation Agreement shall provide for, at a minimum, the following, and shall further include such provisions deemed necessary by the County to effectuate the provisions of this Section:

(a) The mitigated Mobility Fees shall be a lien on the QTI New Construction for a period of ten years from the date Electrical Power Clearance is obtained. The lien may be foreclosed upon in the event of noncompliance with the requirements of the Mitigation Agreement. The lien shall terminate upon the expiration of the five year period if the Mitigation Agreement is not in default, or upon payment of the lien following a sale or transfer of the QTI New Construction as provided herein. Such termination of the lien shall be evidenced by the recording of a release or satisfaction of lien in the public records of the County. Such release shall be recorded upon payment in full.

(b) The Mitigation Agreement shall be in default if all ad valorem and intangible personal property taxes due from the QTI New Construction are not timely paid.

(c) The Mitigation Agreement providing for the mitigation of Mobility Fees shall not be transferred, assigned, credited or otherwise conveyed from the New Construction. The Mitigation Agreement shall run with the land.

(d) In the event the Owner and/or the QTI Business is in default under the Mitigation Agreement, and the default is not cured within 30 days after written notice is provided to the Owner and the QTI Business, the Board may at its sole option bring a

civil action to enforce the Mitigation Agreement or declare that the Mitigation Agreement is in default and that the mitigated Mobility Fees are immediately due and payable. The Board shall be entitled to recover all attorney's fees and costs, incurred by the County in enforcing the Mitigation Agreement plus interest at the then maximum statutory rate for judgments calculated on a calendar day basis until paid. In the event the County initially funded the mitigated Mobility Fee for the QTI Impact Fee Construction from other available County revenues, the deferred Mobility Fees collected upon a breach of the Mitigation Agreement will be used to repay such County funds.

(e) The Mitigation Agreement shall be binding upon the Owner and/or the QTI Business's successors and assigns.

(5) All Mobility Fees deferred at the time Electrical Power Clearance was issued shall become due and payable upon the first occurrence of any sale or transfer of the New Construction to an Owner that does not qualify as a QTI business if such sale or transfer occurs within ten years of the date of Electrical Power Clearance for the QTI Business New Construction.

(a) All such mitigated Mobility Fees shall be immediately paid in full to the County no later than the closing date of the sale or the effective date of the transfer. In the event the County initially funded the mitigated Mobility Fees for the QTI New Construction from other available County revenues, the mitigated Mobility Fees collected upon sale or transfer of the QTI Business New Construction will be used to repay such County funds.

(b) Repayment shall include any accrued interest. Interest shall be computed at the prevailing prime interest rate established for commercial lenders within the County not to exceed the maximum rate of interest permitted by law.

(c) The mitigated Mobility Fees shall be forgiven upon the fifth anniversary of the date of Electrical Power Clearance if the Mitigation Agreement is not in default or the QTI New Construction is not sold or transferred within the referenced five-year period.

E. The amount of the Mobility Fees shall not be increased to replace any revenue lost due to any mitigation approved pursuant to this Section. Any mitigation approved pursuant to this Section shall be funded by other legally available County revenues, other than Mobility Fees.

SECTION 3.04. CHANGES IN SIZE AND USE. A Mobility Fee shall be imposed for the alteration, expansion or replacement of a Building or Dwelling Unit or the construction of an Accessory Building or Structure if the alteration, expansion or replacement of the Building or Dwelling Unit or the construction of an Accessory Building or Structure results in a land use determined to generate greater External Trips than the present use under the applicable Mobility Fee Rate, and shall be calculated as provided herein:

A. If the Building or Dwelling Unit was continuously vacant and only generating a de minimis number of External Trips for at least five (5) years prior to the date of Electrical Power Clearance for the alteration, expansion or replacement of said Building or Dwelling Unit, then this Section 3.04 shall not apply and the New Construction shall pay the Mobility Fee established in Section 2.01.

B. If Subsection A. of this Section 3.04 is not applicable, then the Mobility Fee shall be calculated as follows:

(1) If the Mobility Fee is calculated on land use and not square footage, the Mobility Fee imposed shall be the Mobility Fee due under the applicable Mobility Fee Rate for the Mobility Fee Land Use Category resulting from the alteration, expansion or replacement, less the Mobility Fee that would be imposed under the applicable Mobility Fee Rate for the Mobility Fee Land Use Category prior to the alteration, expansion or replacement.

(2) If the Mobility Fee is calculated on the basis of square footage and the Square Footage of a Building is increased, the Mobility Fee Rate for the increased Square Footage represented by the New Construction shall be at the Mobility Fee Rate applicable to New Construction with Square Footage resulting from the alteration, expansion or replacement, less the Mobility Fee that would be imposed under the applicable Square Footage prior to the alteration, expansion or replacement.

(3) The Mobility Fee imposed for any Accessory Building or Structure shall be that applicable under the Mobility Fee Rate for the land use for the primary Building.

(4) The Mobility Fee applicable to occupied "spec" construction and the finished "spec" space shall be determined pursuant to Section 2.02D herein.

SECTION 3.05. DEVELOPER CONTRIBUTION CREDIT.

A. Subject to the terms and conditions of this Section 3.05, a credit shall be granted against the Mobility Fees imposed by this Ordinance for the construction of all or any portion of a Designated Mobility Improvement or for the donation of land or contribution of funds for a Designated Mobility Improvement made pursuant to a development order or voluntarily in connection with a New Construction. The donation, contribution or construction shall only

provide improvements or additions to Designated Mobility Improvements which are required to accommodate growth as projected in the Mobility Fee Study. No credit shall be given for the construction of Access Improvements. Further, no credit shall be given for the donation of land or construction of a capital improvement unless such property is conveyed, in fee simple to the County without remuneration. Such conveyance and construction shall be subject to the approval of the Mobility Fee Coordinator and the following standards:

(1) Any land to be conveyed shall be suitable as right-of-way for the contemplated Designated Mobility Improvement;

(2) Any monetary contribution shall be used in accord with Section 2.05 herein for capital improvements and additions to a Designated Mobility Improvement;

(3) Any improvements to be constructed shall be an integral part of the contemplated Designated Mobility Improvement, shall improve the function thereof, and shall exclude Access Improvements;

(4) Any road right of way or land required to be dedicated to the County as a condition of development approval shall be dedicated by plat no later than the time at which Mobility Fees are required to be paid under this Ordinance. The portion of the fee represented by a credit for construction shall be deemed paid when the construction is completed and accepted by the County for maintenance or when adequate security for the completion of the construction has been provided;

(5) The design and/or construction of a Designated Mobility Improvement shall be performed by professionals who are qualified under Florida law and the County Code to perform such work.

B. Prior to requesting Electrical Power Clearance, the Applicant shall submit to the Mobility Fee Coordinator a proposed plan for donation, contribution or construction. The proposed plan shall include:

(1) a designation of the New Construction for which the plan is being submitted;

(2) a legal description of any land proposed to be donated and a written appraisal prepared in conformity with subsection D. of this section;

(3) the amount and source of any monetary contribution;

(4) a list of any contemplated improvements to Designated Mobility Improvements;

(5) a proposed time schedule for completion of the proposed plan.

C. The Mobility Fee Coordinator shall review the proposed plan and determine:

(1) If such proposed plan is in conformity with contemplated capital improvements for and additions to Designated Mobility Improvements;

(2) If the proposed donation, contribution or construction by the Applicant is consistent with the public interest; and

(3) If the proposed time schedule for the conveyance of land, contribution of funds or construction is consistent with the County's capital improvement program for the Designated Mobility Improvements;

(4) Upon approval of a proposed plan, the Mobility Fee Coordinator shall determine the amount of credit based upon the standards contained in Subsection D. of this Section and shall approve the timetable for completion of the plan. The Mobility Fee

Coordinator shall issue a decision within forty-five days after the filing of the completed proposed plan.

D. The amount of developer credit to be applied to the Mobility Fee shall be:

(1) The amount of any monetary contribution for a Designated Mobility Improvement.

(2) The value of donated land (when not part of a below Designated Mobility Improvement) based upon a written appraisal of fair market value by an M.A.I. Appraiser who was selected and paid for by the Applicant, and who used generally accepted appraisal techniques. If the appraisal does not conform to the requirements of this Ordinance and any applicable administrative regulations, the appraisal shall be corrected and resubmitted. In the event the Mobility Fee Coordinator accepts the methodology of the appraisal but disagrees with the appraised value, the Mobility Fee Coordinator may engage another M.A.I. Appraiser at the County's expense, and the value shall be an amount equal to the average of the two appraisals. If either party does not accept the average of the two appraisals, a third appraisal shall be obtained, with the cost of said third appraisal being shared equally by the County and the Owner or Applicant. The third appraiser shall be selected by the first two appraisers and the third appraisal shall be binding on the parties.

(3) The value of constructing an improvement to a Designated Mobility Improvement as designated in the Mobility Fee Study and which formed the basis of the fee, regardless of the actual construction cost. The successful completion of the project shall comply with County Roadway Design Standards and be accepted by the County Engineer.

E. If a proposed plan is approved for credit by the Mobility Fee Coordinator, the Applicant or Owner and the Board shall enter into a Credit Agreement which shall provide for the parties' obligations and responsibilities, including, but not limited to:

(1) The timing of actions to be taken by the Applicant and the obligations and responsibilities of the Applicant, including, but not limited to, the construction standards and requirements to be complied with;

(2) The obligations and responsibilities of the County, including, but not limited to, inspection of the project;

(3) The amount of the credit as determined in accordance with Subsection D. of this Section; and

(4) If required, provisions for a payment bond or an irrevocable letter of credit to be posted with the County, in an amount representing the difference between the Mobility Fee obligation and the amount of any credit from donated land.

F. A credit for a monetary contribution or a land donation shall be granted at such time as the County is in receipt of the full amount of the monetary contribution and/or the donated land has been conveyed to the County, and a Credit Agreement is approved and executed by both the Board and the Applicant or Owner. A credit for a land donation in conjunction with construction of a Designated Mobility Improvement, or portion thereof, shall be available after a Credit Agreement is approved and executed by both the Board and the Applicant or Owner, and upon dedication and acceptance by the Board of the donated land, up to the value of the donated land. A credit for the construction of the Designated Mobility Improvement shall be available once the improvement is completed, dedicated to, and accepted by the County. In the alternative, following the dedication and acceptance of the donated land

for a Designated Mobility Improvement, the Applicant or Owner may access the credit for the construction of the Designated Mobility Improvement early by posting a payment bond or irrevocable letter of credit with the County in an amount representing the difference between the Mobility Fee obligation and the value of the donated land. Provided, however, that in the event the Applicant or Owner fails to convey the land to be donated or fails to convey the completed Designated Mobility Improvement or such property or improvement is not ultimately accepted by the County in accordance with the terms of the Credit Agreement, then the credit shall be revoked and all Mobility Fees shall immediately become due and payable and collected in any manner authorized by law. The administration of said credits shall be the responsibility of the Mobility Fee Coordinator. Mobility Fee credits available for use as provided for in this Subsection which are in excess of those required to satisfy the Mobility Fee obligation generated by the New Construction may be transferred in accord with the provisions of Section 163.31801, Florida Statutes (2020).

G. In addition to satisfying a development's Mobility Fee obligation, an Applicant or Owner shall also satisfy a development's Adequate Public Facilities (APF) requirements provided for in the respective Land Development Regulations (LDRs) governing the Branan Field Master Plan area (Clay County Ordinance 04-18, as amended) or the Lake Asbury Master Plan area (Clay County Ordinance 06-64, as amended), if applicable.

(1) Any APF payment for a particular development's impact on the County Transportation System shall be treated as a monetary contribution as provided in this Section 3.05.

(2) In the event any APF obligation (monetary payment, donation of right of way or construction of a Designated Mobility Improvement) is less than the applicable Mobility

Fee due under this Ordinance for the New Construction, then the Applicant shall pay the difference to the County to satisfy the Mobility Fee obligation.

(3) In the event a Mobility Fee obligation due under this Ordinance is less than the applicable APF obligation (monetary payment, donation of right of way or construction of an Authorized Improvement) for the New Construction, then the Applicant shall pay the difference to the County to satisfy the APF obligation.

(4) Should the value of any APF donation of right of way or construction of a Designated Mobility Improvement to satisfy a development's APF requirement exceed the APF requirement as provided for in the LDRs for the applicable Master Plan area, then the Applicant may: (i) choose to bank the excess credit for future use or transfer by the Applicant to meet APF requirements for another development by the Applicant or its transferee lying within the same Master Plan area as the initial development from which the excess credits arose; or (ii) transfer the excess credit in accord with the provisions of Section 163.31801, Florida Statutes (2020).

H. All construction plans and specifications shall be in conformity with the road construction standards of the County or the Florida Department of Transportation as deemed appropriate by the County Engineer. All plans and specifications shall be approved by the County Engineer prior to commencement of construction. For construction projects within County-owned right-of-way, the requirements set forth in Sections 18-16 through 18-21 of the Clay County Code, state law and county ordinance bidding requirements and construction bonding requirements shall be deemed to apply to such construction only to the extent required by law.

I. Any Applicant who submits a proposed plan pursuant to this Section and who desires Electrical Power Clearance prior to the resolution of a pending credit shall pay the

applicable Mobility Fee at the time of requesting Electrical Power Clearance. Said payment shall be deemed paid "under protest" and shall not be construed as a waiver of any review rights. Any difference shall be refunded to the Applicant or Owner upon the execution of a Credit Agreement.

J. Nothing contained herein shall be construed to qualify the conveyance of land, which is required as right-of-way for the construction of Access Improvements, for a developer contribution credit.

K. The Fair Share Program sunset on June 11, 2019, upon the adoption of Clay County Ordinance 2019-29. Fair Share Agreements entered into prior to the sunset date remain in full force and effect according to their terms under the provisions of Article XA of the Land Development Code, as amended (Clay County Ordinance 08-36 referred to herein as the Fair Share Program). In the alternative, any valid Fair Share Agreement in effect at the time of the sunset of the program may be terminated at the discretion of the Owner.

(1) Any proportionate fair share mitigation payment made pursuant to a Fair Share Agreement for a particular development's impact on the County Road System shall be treated as a monetary contribution as provided for herein.

(2) In the event any proportionate fair share mitigation (monetary payment, donation of right of way or construction of an Authorized Improvement) as provided for under any existing Fair Share Agreement is less than the applicable Mobility Fee due hereunder, then the Applicant shall pay the difference to the County to satisfy the Mobility Fee obligation. However, in the event a Mobility Fee obligation due hereunder is less than the applicable proportionate fair share mitigation (monetary payment, donation of right of way or construction of an Authorized

Improvement) as provided for under the Fair Share Agreement, then the Applicant shall pay the difference to the County to satisfy the Fair Share Agreement obligation.

(3) As a fair share mitigation payment is intended to mitigate the transportation impacts of a proposed development at a specific location, should the value of any land conveyance, monetary contribution, or construction of an Authorized Improvement under the Fair Share Agreement exceed the Mobility Fee obligation due, then the credit received by the Applicant shall be limited to satisfying the Mobility Fee obligation generated by the New Construction, and will not be otherwise transferable to another development.

L. Impact Fee Credit Agreements entered into pursuant to the Impact Fee Ordinance (Clay County Ordinance 2017-30 or IFO) prior to the sunset date of the IFO, shall remain in full force and effect according to its terms under the provisions of the IFO, as if the sunset provision did not exist. The credits allowed thereunder shall be applied to the fees in effect at the time a completed application for a Building Permit is submitted. For all Impact Fee Credit Agreements entered into prior to July 1, 2020, the credits allowed thereunder are not transferrable as set forth therein, unless Section 163.31801(8), Florida Statutes (2020) is determined to operate retroactively.

M. DRI Mitigation Credits

(1) Any DRI with an Impact Fee Credit Agreement entered into pursuant to the IFO prior to the sunset date of the IFO, shall remain in full force and effect according to its terms under the provisions of the IFO, as if the sunset provision did not exist. The credits allowed thereunder shall be applied to the fees in effect at the time a completed application for a Building Permit is submitted. For all Impact Fee Credit Agreements entered into prior to July 1, 2020, the

credits allowed thereunder are not transferrable as set forth therein, unless Section 163.31801(8), Florida Statutes (2020) is determined to operate retroactively.

(2) Any DRI which has an approved Development Order as of the effective date of this Ordinance, which provides for Road Impact Fee credit towards the value of any contribution of land, money or improvements specifically identified as transportation mitigation in its Development Order, shall receive credit for such transportation mitigation against Mobility Fees imposed by this Ordinance. The credit shall be available for transfer and use against the imposition of Mobility Fees assessed against any new development on the real property subject to the DRI development order. A DRI shall not receive credit for any contribution of land, money or improvements specifically identified as transportation mitigation in its Development Order if the credit is allocated under a credit agreement to development outside the boundaries of the real property subject to the DRI development order.

(3) The amount of the credit shall be valued as of the date of the contribution of land, money, or improvements and shall be equal to:

(a) the amount of the monetary contribution;

(b) the value of a land donation according to the valuation standards set forth in Section 3.05D(2) herein; and

(c) the value of constructing an improvement to a Designated Mobility Improvement as designated in the Mobility Fee Study and which formed the basis of the fee. The successful completion of the project shall comply with County Roadway Design Standards and be accepted by the County Engineer.

(4) Any DRI sized project subject to the State Coordinated Review Process set forth in Section 163.3184, Florida Statutes, which includes a transportation mitigation plan in

its approval by the State, shall be entitled to credit in the same manner as a DRI with an approved Development Order under this Ordinance.

SECTION 3.06. APPLICABILITY. This Ordinance and the obligations herein for the payment of the Mobility Fee shall apply to all New Construction within the unincorporated area of the County that submits a complete application for a Building Permit on or after February 1, 2021 or as otherwise provided in Section 3.16.

SECTION 3.07. ALTERNATIVE COLLECTION METHOD. In the event that an equipment check inspection for Electrical Power Clearance is granted in error by reason of the failure to collect the applicable Mobility Fee, then prompt demand for payment of the Mobility Fee shall be made to the Building Permit holder of the New Construction, and no final inspection shall be made or certificate of occupancy issued until payment of the Mobility Fee has been received. In the event that an Equipment Check Inspection for Electrical Power Clearance is performed in error by reason of the failure to collect the applicable Mobility Fee, and the New Construction has been completed and final authorization for occupancy has been granted, then prompt demand for payment of the Mobility Fee shall be made to the Owner of New Construction for which the Building Permit was issued, and such Mobility Fee shall be subject to collection in any manner authorized by law.

SECTION 3.08. REVIEW HEARINGS.

A. An Applicant or Owner who is required to pay a Mobility Fee shall have the right to request a review hearing.

B. Such hearing shall be limited to the review of the following:

(1) The application or calculation of the Mobility Fee under Sections 2.01 and 2.02 of this Ordinance.

(2) The rejection of the Alternative Mobility Fee calculation pursuant to Section 2.03.

(3) The denial or partial denial of a credit pursuant to Section 3.05.

(4) The denial of an Affordable Housing or Workforce Housing Mobility Fee Deferral pursuant to Section 3.02.

(5) The denial or partial denial of an Economic Development Mobility Fee Mitigation waiver pursuant to Section 3.03.

C. Such hearing shall be requested by the Applicant or Owner within thirty (30) days of the following dates:

(1) The issuance of a Building Permit which shall contain the amount of the Mobility Fee that is due for the New Construction;

(2) A negative determination in writing on a proposed Individual or Alternative Mobility Fee pursuant to Sections 2.02 and 2.03, respectively; credit pursuant to Section 3.05; Mobility Fee deferral pursuant to Section 3.02; or Mobility Fee mitigation pursuant to Section 3.03.

(3) Failure to request a hearing within the time provided shall be deemed a waiver of such right.

D. The request for hearing shall be filed with the Mobility Fee Coordinator and shall contain the following:

(1) The name and address of the Applicant or Owner;

(2) The legal description of the property in question;

(3) If issued, the date the Building Permit was issued.

(4) A brief description of the nature of the construction being undertaken;

(5) If paid, the date the Mobility Fee was paid; and

(6) A statement of the reasons why the Applicant or Owner is requesting the hearing.

E. Upon receipt of such request, the Mobility Fee Coordinator shall schedule a hearing before the County Manager called for the purpose of conducting the hearing and shall provide the Applicant and/or Owner written notice of the time and place of the hearing. Such hearing shall be held within sixty days of the date the request for hearing was filed.

F. Such hearing shall be before the County Manager and shall be conducted in a manner designed to obtain all information and evidence relevant to the requested hearing. Formal rules of civil procedure and evidence shall not be applicable; however, the hearing shall be conducted in a fair and impartial manner with each party having an opportunity to be heard and to present information and evidence.

G. Any Applicant who requests a hearing pursuant to this Section who desires Electrical Power Clearance prior to the hearing shall pay the applicable Mobility Fee pursuant to Section 2.01 or Section 2.02, as applicable, at the time of requesting Electrical Power Clearance. Said payment shall be deemed paid "under protest" and shall not be construed as a waiver of any review rights.

H. An Applicant may request a hearing under this Section without paying the applicable Mobility Fee, but Electrical Power Clearance shall not be granted until such Mobility Fee is paid in the amount initially calculated, or the amount approved upon completion of the review provided in this Section.

I. The Board shall establish an Administrative Fee by separate resolution to cover the County's costs incurred in processing and reviewing any appeals, including fees incurred for review of any applications by third party experts.

SECTION 3.09. REVIEW REQUIREMENT. This Ordinance and the Mobility Fee Study shall be reviewed by the Board at least every five (5) years. The initial and each review thereafter shall consider new estimates of population and other socioeconomic data, changes in construction, land acquisition and related costs, and adjustments to the assumptions, conclusions or findings set forth in the Mobility Fee Study adopted by Section 1.04. Each review shall additionally consider changes in right-of-way acquisition and related costs and changes in Trip Generation rates, External Trip lengths, traffic volume counts, and a review of the administrative fees authorized herein. The purpose of this review is to evaluate and revise the Mobility Fee, if necessary, to ensure that they do not exceed the reasonable anticipated costs associated with the improvements and additions necessary to offset the demand generated by the New Construction on the County Transportation System. In the event the review of the Ordinance required by this Section alters or changes the assumptions, conclusions and findings of the studies adopted by reference in Section 1.04, revises or changes the Designated Mobility Improvements, or alters or changes the amount or classification of the Mobility Fee, the Mobility Fee Study adopted by reference in Section 1.04 shall be amended and updated to reflect the assumptions, conclusions and findings of such reviews and Section 1.04 shall be amended to adopt by reference such updates studies.

SECTION 3.10. PERIODIC MOBILITY FEE RATE ADJUSTMENT.

A. Beginning on October 1, 2021 and on each October 1 thereafter, the Mobility Fees shall automatically be adjusted by the percent change for the previous Fiscal Year in the Florida Department of Transportation Price Trends Index.

B. Provided, however, that in the event the Mobility Fee Coordinator determines that this automatic rate adjustment of the Mobility Fees will cause New Construction to pay more than its fair share of the cost of the Designated Mobility Improvements to the County Transportation System than are necessary to accommodate the traffic generated by such growth, said automatic rate adjustment will be decreased accordingly.

C. The adjusted Mobility Fees must be noticed in conformance with Section 3.13 prior to going into effect if the adjustment results in an increased Mobility Fee.

SECTION 3.11. DECLARATION OF EXCLUSION FROM ADMINISTRATIVE PROCEDURES ACT.

Nothing contained in this Ordinance shall be construed or interpreted to include the County in the definition of Agency as contained in Section 120.52, Florida Statutes, or to otherwise subject the County to the application of the Administrative Procedures Act, Chapter 120, Florida Statutes. This declaration of intent and exclusion shall apply to all proceedings taken as a result of or pursuant to this Ordinance, including specifically, but not limited to, a determination of an Alternative Fee Calculation pursuant to Section 2.03, developer credit hearings pursuant to Section 3.05, and review hearings under Section 3.08.

SECTION 3.12. ACCOUNTING AND REPORTING OF MOBILITY FEE. The revenues realized from Mobility Fees imposed pursuant to this Ordinance shall be identified in the County's budget as a separate trust fund account required by Section 163.31801(3)(b), Florida Statutes (2019). The County shall maintain adequate records to justify all expenditures

from the Mobility Fee trust fund and any accounts established within such trust fund. The County shall prepare an annual report reflecting the collection and expenditures during the previous year of the Mobility Fees imposed pursuant to this Ordinance.

SECTION 3.13. NOTICE OF MOBILITY FEE RATES. Upon adoption of this Ordinance or any amendment hereto imposing new or revised Mobility Fee rates or revising the land use categories for any Mobility Fee, the Mobility Fee Coordinator shall publish a notice once in a newspaper of general circulation within the County which notice shall include: (1) a brief and general description of the affected Mobility Fee, (2) a description of the geographic area in which the Mobility Fee will be collected; (3) the Mobility Fee Rates to be imposed for each land use category; and (4) the date of implementation of the Mobility Fee Rates set forth in the notice, which date shall not be earlier than ninety (90) days after the date of publication of the notice.

SECTION 3.14. SUNSET OF CLAY COUNTY ORDINANCE 2017-30, AS AMENDED (ROAD IMPACT FEE ORDINANCE).

Clay County Ordinance 2017-30, as amended, (Impact Fee Ordinance or IFO) shall sunset on the day prior to the effective date of this Ordinance. Certain agreements more particularly described in Section 3.05 herein entered into prior to the sunset date, shall remain in full force and effect.

SECTION 3.15. SEVERABILITY. The provisions of this Ordinance are severable, and it is the intention to confer the whole or any part of the powers provided for herein. If any clause, section or provision of this Ordinance shall be declared unconstitutional or invalid for any reason or cause, the remaining portion of said Ordinance shall be in full force and effect and be valid as if such invalid portion thereof had not been incorporated herein. It is

hereby declared to be the legislative intent that this Ordinance would have been adopted had such unconstitutional provision not been included herein.

SECTION 3.16. EFFECTIVE DATE.

A. The Clerk shall file a certified copy of this Ordinance with the Department of State within ten (10) days of its adoption.

B. This Ordinance and the obligations herein for the payment of Mobility Fees shall take effect and apply to all New Construction that submits a complete application for a Building Permit on or after February 1, 2021, provided the notice period set forth in Section 3.13 hereof has expired by this date. If the notice period set forth in Section 3.13 hereof has not expired by February 1, 2021, then the effective date of this Ordinance shall be automatically delayed until the expiration of said notice period.

DULY ADOPTED this 27th day of OCTOBER, 2020.

BOARD OF COUNTY COMMISSIONERS
OF CLAY COUNTY, FLORIDA

By: _____
Gayward F. Hendry, Its Chairman

ATTEST:

By: _____
Tara S. Green
Clay County Clerk of Court and Comptroller
Ex Officio Clerk of the Board

F:\Ordinances\Mobility Fee\Ordinance Final 10-27-20.doc

APPENDIX A

Gannett Fleming
RSG

Clay County Mobility Fee Report

October 27, 2020

Photo of Green Cove Springs from Visitor Guide

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1.0
Introduction

The purpose of the is study is to outline the process used in the conversion of the adopted road impact fee to a multimodal mobility fee. The conversion to a multimodal mobility fee, will provide Clay County with the flexibility to spend impact fee revenue on stand-alone pedestrian and bicycle paths, bicycle lanes, transit amenities, as well as roadway projects.

To develop such a fee, the future land use and resulting traffic volume forecasts were reviewed using the latest Northeast Florida Regional Planning Model – Activity Based_v2 (NERPM-AB_v2). The NERPM-AB_v2 model was used by the North Florida Transportation Planning Organization (TPO) for the Year 2045 Long Range Transportation Plan (LRTP). Using the NERPM-AB_v2, allowed for the analysis of travel behavior and complex land use interactions, as well as how Clay County interacts with the rest of the TPO area. Using the model, provides the clear connection, or nexus, for imposing mobility fees.

The Florida Constitution grants local governments broad home rule authority to establish assessments and fees. Impact fees and mobility fees are examples of these home rule revenue sources. These fees are a type of land use regulation that local governments use to generate revenue to construct additional mobility capacity to meet the needs associated with increases in travel demand from new land use development. Mobility fees can be used to fund multimodal transportation capacity such as walking and biking facilities, transit service, stations, and mobility hubs, improved streetscapes, and roadway corridors.

This technical report has been prepared to support legal compliance with existing case law and statutory requirements and documents the methodology used for mobility fee calculations in the following sections.

1.1 Methodology

Overview

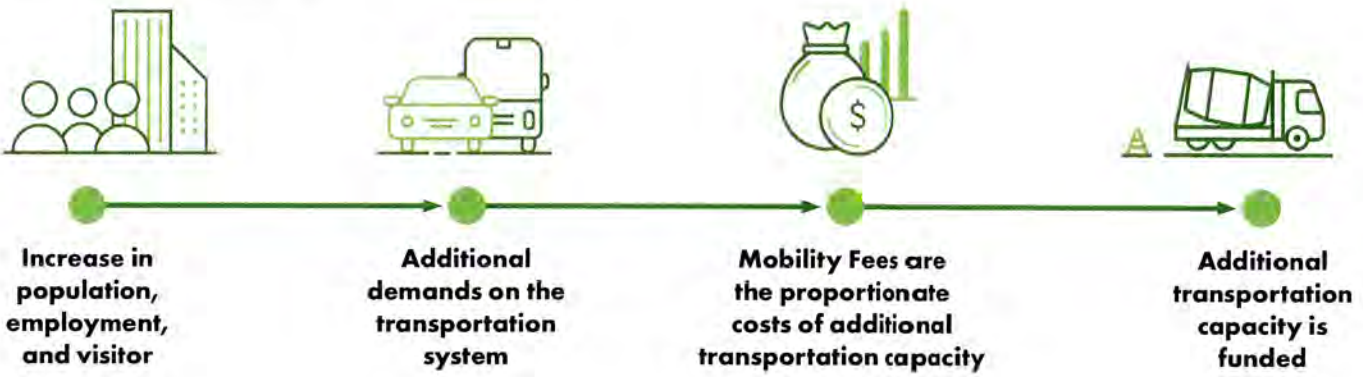
The methodology for the Clay County Mobility Fee follows a 'needs-based' also known as a 'plan-based' approach by identifying the future transportation capacity necessary to mitigate the impacts of additional users generated by future land use development on the existing standards of service that users experience. Across Clay County, including the municipalities, by 2045 the number of households is expected to increase by 87% and the amount of employment by 127%[1]. Clay County is forecast to grow faster than the north Florida region as a whole, which is expected to see a 68% increase in households and employment by 2045.

A plan-based approach develops a forecast of future demand and identifies and evaluates what capacity is needed to meet the needs of that growth. A proportionate share of the cost of providing that capacity is then allocated to land use changes which create additional transportation demand.

Mobility plans and the subsequent fees that support the capital items are multimodal in nature. The future vision for the County accounts for multimodal integration by supporting a mix of modal options that can meet various travel demands and can allow individuals to use the mode that meets their needs for the specific trip. Diverse land uses, multimodal travel options, and connectivity provide users with choices.

The Clay County Mobility Fee develops a list of transportation capacity improvements that are necessary by 2045 to meet the mobility needs of the future users forecast to be added to Clay County over the next 25 years. The additional capacity is necessary to mitigate the adverse effects that these users will impose on the existing users of the transportation system. The plan presents a multimodal vision that will create additional capacity across various travel modes to provide users alternatives to the private vehicle including high-capacity transit, walking and biking, and future shared travel modes such as e-bikes, scooters, and micro transit.

Figure 1: Mobility Fee Concept



1 Socioeconomic data inputs to the regional model show 61,446 new households and 87,202 jobs.

General Methodology

The steps included in this mobility fee include:

- Land use planning
- Forecast demand
- Identification of transportation capacity and construction costs
- Calculation of base mobility fee as a cost per unit of demand
- Development of the net mobility fee

Land Use Planning

Clay County desires to convert its road impact fee to a multimodal mobility fee to support the expansion of transit service and bicycle and pedestrian facilities and deter growth in vehicular traffic. In an effort to support these modes, various land use and transportation policies and development regulations were reviewed to determine needed improvements to implement a mobility fee. Review of the land use and transportation elements of the Clay County Comprehensive Plan, the Lake Asbury Master Plan, the Branan Field Master Plan regulations were performed to identify urban design patterns that can support or hinder the provision and use of transit, bicycle, and pedestrian modes. Key parameters used in this analysis include:

1. Density of Residential Use and Employment Use Areas
2. Mixed Uses
3. Pedestrian Connectivity
4. Parking Management
5. Urban Design

Section 2.0 of this report covers the land use planning in detail.

Forecast Demand

The forecast demand was developed using the NERPM-AB_v2. The NERPM-AB_v2 (here after referred to as the NERPM), covers a six-county area (Baker, Clay, Duval, Nassau, Putnam, and Saint Johns counties) and was updated from the base year 2010 and horizon year 2040 to the base year 2015 and horizon year 2045 for use in the Long Range Transportation Plan (LRTP) Year 2045 update.

The development of the LRTP is a federal requirement and is a process that is conducted every five years. Clay County, as a member of the North Florida TPO, developed and/or reviewed the socioeconomic data and projects that are part of the LRTP process for the Clay County area. As stated above, the socioeconomic data and the projects were developed for the year 2015 and 2045. The type of socioeconomic data used in the NERPM, are the number of households, number of persons in the household, school enrollment, and number of employees, among others.

The NERPM model is validated for the year 2015 and forecasted for the year 2045 by assigning the trips people make to different destinations within the study area. The forecasted growth is used in the mobility fee study. This growth is measured in miles traveled, average trip lengths, and by the congestion on the transportation network. The miles traveled can be expressed in vehicle miles or person miles. Since the Clay County mobility fee study is a multimodal study, and therefore includes pedestrian and bicycle facilities as well as roadways, the miles traveled are expressed in person miles traveled. Forecast changes, and in particular growth patterns in population, employment, and the related change in the number and distribution of the trips associated with these socioeconomic inputs were analyzed in the NERPM. The changes in the number of person miles traveled (PMT) are a direct result of the changes in the land use patterns. The changes in the person miles traveled (PMT) is the unit of growth used in the mobility fee.

Section 3.0 of this report covers the forecast demand in detail.

Identification of Transportation Capacity and Construction Costs

Several sources were used to identify the list of projects included in the mobility fee calculation. These projects were obtained from the Capital Improvement Program, the Transportation Improvement Program, the LRTP, and local studies such as the 2015 study by RS&H. The list of identified projects was added to the year 2045 network in the NERPM to analyze the effect the projects have on the future year travel patterns. The added change in population and employment and the change in network result in a forecasted number of PMT per district in the year 2045. This change is then compared with the base year 2015 travel pattern and the change in PMT between these two time points per district is used in the base mobility fee calculation.

Next, the cost of all the identified improvements on the project list is calculated. The construction cost for the projects was either calculated using a unit cost or based on more specific cost, if available.

Section 4.0 of this report discusses each of the projects and the costs in detail.

Calculation of the Base Mobility Fee as a Cost per unit of Demand

The cost of the infrastructure in each mobility district is then divided by the change in PMT forecast to occur within each district. This base mobility fee is then levied on a specific land use per unit of growth (residential units or square feet of space) before credits are applied. The fee is based on the amount of PMT generated by the land use and the cost per PMT. The base mobility fee varies for each land use by mobility fee district because both the PMT generated by the land use changes depending on the district where it is located and the cost per PMT changes by district given the cost of transportation projects and the amount of forecast growth in the district.

Section 5.0 of this report discusses the derivation of the base mobility fee.

Development of the Net Mobility Fee

The net mobility fee accounts for credits which offset the chance that someone pays twice for the same capacity being funded by the mobility fee. This occurs since the cost per PMT is calculated by dividing the cost over the total change in PMT by 2045 where some of that PMT is unrelated to land use changes in the county (e.g., external traffic). The portion of the project cost attributed to these users requires funding by non-mobility fees such as local fuel taxes and sales taxes. A mobility fee payee requires credit to offset the amount of non-mobility fee revenue that the land use would generate that would go toward bridging that funding gap associated with external traffic.

Section 6.0 of this report discusses the derivation of the credits and the resulting net mobility fee is discussed in Section 7.0 .

1.2 Summary of the Data Collected and Used

In close coordination with the County staff, several documents were reviewed, and a variety of data sources analyzed. The documents that were reviewed and analyzed for the study were:

- Adopted Capital Improvement Program and Capital Improvement Plan
- Road Impact Fee Ordinance and supporting documents (2017 study by Tindale Oliver)
- Jacksonville Transportation Authority transit service plans and grants for service within the County
- North Florida TPO's 2045 Long Range Transportation Plan
- Florida Department of Transportation's Transportation (FDOT) Improvement Program as it relates to Clay County
- Inventory of sidewalks and bikeways
- Regional Multi-Use Trail Master Plan
- Orange Park Pedestrian and Bicycle Focus Area Study (TPO)
- Inventory of transit infrastructure and route coverage

The review and analysis ensured that all projects were properly identified, prioritized, and costed out for inclusion in the mobility fee calculation.

1.3 Basis for a Mobility Plan

In 2019 the Clay County Board of County Commissioners (BCC) decided to replace transportation concurrency with a mobility fee system to provide financing for necessary infrastructure investments and support other community objectives such as developing interconnected multimodal networks, discourage sprawl and promote incentives for compact, mixed-use development, and coordinate with planned areas for growth through the future land use element.

Clay County is pursuing plans to increase the number of employment opportunities within the County and increase the diversity and density in many parts of the County. The shift to a mobility plan enables the County to fund multimodal transportation infrastructure that supports land use and community development objectives.

The shift to a mobility fee system shares many of the same requirements and approaches to an impact fee, with the important distinction that it provides the County additional flexibility to fund capital infrastructure for walking, biking, and transit facilities in addition to roads. This is a broader set of improvements that reflects new development's impact to the entire transportation system.

A mobility fee system collects revenues from the land use changes which are expected to impact the transportation system and would benefit from the proposed suite of transportation capacity enhancements. This relationship between those who generate the need for the projects and need to benefit, is known as the "dual rational nexus". The costs of the projects have been equally shared among all growth in demand, which treats all land uses equally with those generating a higher degree of impact on the system paying a higher share and those with less impact paying less.

Mobility plans and the related fee remains consistent with impact fees in the design and management of, as set out in Florida Statute 163.31801 and Florida Statute 163.3180 Section (5)(i). Plans also need to consider the following tools and techniques for complying with Section (5)(f), which states:

1. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, and appropriate land use mixes, including intensity and density.
2. Adoption of an area wide level of service not dependent on any single road segment function.
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.
5. Establishing multimodal level of service standards that rely primarily on nonvehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
6. Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

The Clay County's Comprehensive Plan, and in particular the future land use element and associated transportation element, is supported by this mobility plan that addresses the intention of many of these above tools and techniques. Section 8.0 discusses how this plan addresses these in detail.

2.0
Land Use

Land use and urban design patterns can support or hinder the provision and use of transit, bicycle, and pedestrian modes. This assessment identifies strengths and weaknesses in Clay County's current Comprehensive Plan, including the Branan Fields and Lake Asbury Master Plans, that support the County's intent to replace its road impact fee with a mobility fee that funds the construction and improvement of both vehicular and multimodal transportation infrastructure. Key parameters in this assessment include:

- Future Land Use Designations, specifically the uses to be permitted and their mobility connections to one another.
- Density of Residential Use and Employment Use Areas.

2.1 Assessment Framework

Multimodal environments support the traveler's choice to walk, bicycle, or use transit for their travel needs. This choice is influenced not only by the availability of facilities and services from one's origin to destination but also by the ability to reach one's destination safely and efficiently in terms of time. In addition to these functional characteristics, modal choice is also influenced by the qualitative and social experience of the trip as well as the convenience of parking a personal vehicle or securing a bicycle.

These characteristics are unique to each community, and each community served may define and measure their performance and cost-effectiveness differently. Thus, there is no single standard for a multimodal-supporting land use pattern but only examples of completed local analyses and policy responses. Communities can look to these examples for policies, regulatory tools, methods, and incentives appropriate for the conditions and future development pattern of their service areas.

The following studies in growing metropolitan regions are referenced for their land use assessment parameters for transit service.

The Lehigh and Northampton Transportation Authority (LANTA) based in Allentown. Pennsylvania prepared a Regional Public Transportation Plan in 2010 following two decades of significant growth that outpaced expansion of its public transportation system. In conjunction with the Regional Public Transportation Plan, LANTA prepared a Land Use Toolkit[2] to help agency staff understand the community planning and development process and to better coordinate land use and public transportation system changes with the counties and the many local governments. This toolkit highlighted the relevance of comprehensive plans, zoning, and development regulations to a transit-friendly environment.
The Puget Sound Regional Council (PSRC) is the

2 LANTA's Land Use Toolkit for the Lehigh Valley, 2009

regional planning agency for growth management, transportation and economic development within King, Pierce, Snohomish and Kitsap counties, Washington. Its transportation vision includes a multimodal transit system of light rail, commuter rail, express bus and local bus services among other land- and water-based mobility options. While development is naturally constrained by water and topography, PSRC recognizes that transit-friendly communities happen by design.

LANTA and PSRC share these common parameters in their studies of a transit-supportive environment.

1. **Mixed Uses.** Multiple uses in a single building or lot, block or district enable people to accomplish multiple tasks (e.g., job, shopping, childcare, and personal services) within one trip. Travel time to accomplish multiple tasks in one area is less than compared to dispersed single use destinations requiring multiple vehicular trips.

2. **Density of Residential Use and Employment Use Areas.** Residential and employment uses provide the origin or destination of most trips. Concentrating residential and employment uses increases the number of people who want to move in and out of a given area quickly and who may seek alternatives to a vehicle for their personal or household mobility. Of the five parameters, density is the simplest to measure and compare.

3. **Pedestrian Connectivity.** Pedestrians need to be able to move safely and conveniently from their origin to the transit system to the desired uses at their destination. Continuous pedestrian facilities provide the dedicated space needed to ensure safety.

4. **Parking Management.** The availability and convenience of parking at a person's destination influences their choice of travel mode. Limited parking options typically increase the time needed to find parking and/or parking cost, decreasing convenience, and discouraging travel by personal vehicle.

5. **Urban Design.** The quality and comfort of the pedestrian space makes time spent on foot less stressful and more desirable. Pedestrian spaces that are not only connected but also functional in terms of wayfinding and weather protection and designed with a sense of place are inviting spaces to traverse or to pause.

Analyses of pedestrian- and bicycle-friendly communities have blossomed in recent years, supported by transportation planners as well as public health experts and the real estate market. While the maximum distance covered by pedestrians and bicyclists may be less than covered by a transit user, similar parameters are found in these studies:

- Mixed uses within a walkable or bikeable area, where a walkable distance is commonly defined as one-quarter mile to one-half mile and a bikeable distance is defined as 2.5 miles.
- Density of uses.
- Continuous facilities.
- Pedestrian amenities.

Mixed Use Patterns

Clay County's Policy Direction Toward Mixed Use Patterns

Clay County's land use policies include several good principles and practices. For example, the Clay County Comprehensive Plan and the Lake Asbury Master Plan both mention mixing uses to shorten trips to a walkable/bikeable distance, though this distance(s) is not defined. The "Urban Service Area" provides a clear reference for developers as to where not only public water and public sewer services can be expected at present or in the foreseeable future but also other community services, such as transit.

However, this is one of only a few mentions of the relationship of land uses to one another and to the transportation system. The County's Comprehensive Plan speaks of residential uses and non-residential uses and of transportation systems but not about circulation among and access to these uses. The County's Comprehensive Plan and Lake Asbury Master Plan state that public and semi-public facilities that are high trip generators, e.g. schools, libraries, health care facilities, etc., are to be collocated, where possible. It could go farther to mention the need for a local multimodal circulation system among these uses. Sidewalk and bike lanes are noted as facilities in the future land use categories but their function as the "connective tissue" among uses is not clearly made. The Branan Fields Master Plan specifically mentions need for senior housing and mobility options but doesn't emphasize the additional need for those options to be conveniently accessible for seniors.

Density of Residential Use and Intensity of Employment Use Areas

The referenced transit and land use studies offer examples of residential densities and intensity of employment for bus, premium bus, and light rail transit services. LANTA's guidance on land use density for its local bus and BRT services outlines as follows:

- 15-25 dwelling units per acre and 25-50 jobs per acre for premium bus service on transit or transit-planned corridors.
- 7-15 dwelling units per acre and 25 jobs per acre for basic bus service on transit or transit-planned corridors.

The Puget Sound Regional Council developed guidance[3] for densities and land uses in the vicinity of planned light rail stations as:

- 15-20 dwelling units per acre and 50+ jobs per acre for higher-capacity transit, e.g. light rail

Clay County Policy Direction Toward Transit-friendly Density

The County's Comprehensive Plan applies a rural-to-urban transect, which defines zones of varying development scale and density along a relative spectrum. The County's residential densities and non-residential intensity provisions reflect a relatively narrow spectrum—essentially one- and two-story residences and businesses on varying lot sizes. There is very little "urban" form in these provisions.

Additionally, the County's baseline residential densities and non-residential intensity provisions are too low to support transit ridership and only minimally result in origin and destination concentration within a walkable or bikeable area. Higher density residential uses are permitted for special populations such as the elderly and low-income households. While these segments of the population may rely on transit services and appreciate multimodal as lower cost, they will not sustain a transit

3. Transit-Supportive Densities and Land Uses, a Puget Sound Regional Council Guidance Paper, 2015

system nor significantly impact vehicle miles traveled. Higher density residential uses are also permitted for traditional neighborhood developments, which may attract the kinds of residents that seek walkable, bikeable, and transit-served neighborhoods, yet the prerequisites for higher density, mixed use developments like these appear to be more complicated, implicitly taking more time and cost in preparation and approval than conventional, single use, low-density development.

Other Policy Considerations

While use, mix, and density are the primary factors for assessing land use for a multimodal system, other factors will influence the actual use of the system and should also be considered.

Lighting, landscaping/greenery, street furniture, bicycle parking, and wayfinding signage make bicyclists and pedestrians feel welcome and comfortable, particularly when traveling alongside vehicular streets and roadways. In some locations, such as those with a high traffic volume, a physical barrier may be appropriate; this is not addressed. The Branan Fields and Lake Asbury Master Plans reference short block, street trees and landscaping, among its traffic calming and street design techniques. Transit shelters let users know that their comfort in all weather conditions is in view. These system amenities improve the quality of travel experience and thereby encourage use. Transit-oriented design is mentioned but not defined in the Lake Asbury Master Plan.

Site design also plays a role in travel experience, namely the arrival and departure. Buildings that are deeply setback from the sidewalk, often with parking in the front yard, prioritize the vehicular traveler over the pedestrian. Dedicated pedestrian paths from the sidewalk to the public entrance can help but crossing a sea of parking can still feel less than welcoming. The County's Comprehensive Plan states that a human-scaled built environment, on-street parking, and other features may contribute to a safe, comfortable walking environment but it does not prescribe policies to achieve these outcomes.

There was very little discussion of parking in the land use policies—somewhat surprising since parking occupies such a significant portion of non-residential development lands and is critical to the relationship of land use to transportation and the travel choices available. When parking is convenient and abundant, there is often little to no thought given to travel by other modes.

While the Clay County Comprehensive Plan and Branan Fields and Lake Asbury Master Plans address pedestrian, bicycle, and transit facilities in some fashion, these policies should be strengthened to support a mobility fee. Recommendations for policy and practice are discussed in the following subsection.

2.2 Recommendations

Expand characterization of future land use categories not only to specify desired land uses and residential density and non-residential intensity (FAR) but also to characterize the relationship of uses and structures to the transportation system though site layout, transportation system/facilities and amenities available along the lot's public frontage, and urban services to the category (not necessary to the lot, e.g. transit service and stops). This can be accomplished through a table for each category and a narrative list or description of the provisions, requirements, or desired outcomes. Table 1 shows an example of the future land use category of Urban Center. The example would need to be modified to complete the minimum and maximum density as Clay County choses to define them. Such table could be developed for each future land us category.

Increase the Minimum Residential Density in the Urban Future Land Use Categories to 7 units per acre

If the Urban Service area is to be fully transit served in the future, then the development pattern and density that is constructed over time should be supportive of future transit service. Maximum residential density could remain at 16 units per acre, or increased, e.g. to 25.

Align the Rural-to-Urban Land Use Transect

Align the rural-to-urban land use transect (i.e., future land use categories) with the North Florida TPO region with a clearly defined Urban Core and the County designated as Urban Center or General Urban to Natural. Such an alignment would be consistent with FDOT (Land Use) Context Classification and ease implementation of FDOT's complete streets policy.

Add Transit Agency(ies) as an Ad Hoc or Informational Reviewer

Add transit agency(ies) as an ad hoc or informational reviewer of proposed plans for development with the Urban Service Area, particularly where transit service is requested to be extended. This review can provide valuable insight to service planning and ridership forecasting as well as constructive critique of existing development standards in relation to transit operations.

Table 1: Future Land Use Category Example

Future Land Use Category (e.g., Urban Center)	
Land Use	Residential (single-family, multi-family; senior; income-based)
	Commercial (specified, as needed)
	Institutional
Residential Density	(Minimum) to (Maximum)
Non-Residential Intensity	(Minimum) to (Maximum)
Site Layout	Building Setback/ Yard Requirements: (Minimum) to (Maximum)
	Pedestrian/Bicycle Access Requirements: (Yes/No or specified)
	Bicycle Parking Requirement: (Yes/No or specified)
	Parking Setback/Yard Requirements: (Minimum) to (Maximum)
Transportation System accessible at the public frontage	Street/Road; Sidewalk; Bike Lane
Urban Services (existing or available to be extended by 2040)	Public Water; Public Sewer; Fixed-route transit
Other Policy Requirements or Guidance as deemed appropriate	To be determined by County staff.

3.0
Travel Demand

The NERPM is an activity based model that allows for a detailed analysis of travel patterns. The model estimates pedestrian, bicycle, transit, and vehicular trips by a geographical area referred to as a traffic analysis zone (TAZ). The socioeconomic data is developed at a smaller geographically area, a subset of the TAZ, referred to as a micro analysis zone (MAZ). The model uses MAZs as well as TAZs to develop the land use data. The type of data used in the NERPM are number of households, number of persons, school enrollment, and number of employees. Based on the American Community Survey (ASC) and the household surveys, the model also uses data associated with household characteristics such as income, number of workers, automobile availability, etc.

3.1 Overview

The socioeconomic data was summarized and reviewed with Clay County and the municipalities of the City of Green Cove Springs and the Town of Orange Park. Minor changes were made to the placement of households and employment in the year 2045 database, based on more recent information.

Across the County a significant amount of new growth and land use development is forecast. Over 61,000 new homes and 87,000 new jobs are expected by 2045. Clay County is growing faster than the region as a whole, which expects to increase households and jobs by 68%. Table 2 shows the countywide changes in households and employment over the study period.

Other important input variables to the NERPM are the different networks. The NERPM has transit and highway networks for the years 2015 and 2045. These networks simulate the transit service and the roadway system that was in existing in 2015 and that is expected to be in place by the year 2045. The 2045 network is developed as part of the LRTP process and is referred to as the adopted Year 2045 Cost Feasible network.

Table 2: Clay County Total Growth by 2045

Number of Households		
2015	**2045**	**% Change**
70,523	131,969	87%

Employment		
2015	**2045**	**% Change**
68,871	156,073	127%

Source: NERPM-AB_v2

Both the base year network and the future year network were reviewed to ensure that loadings points were correctly placed and that the roadway system was reflected with enough detail. The year 2045 network was updated to better reflect the travel patterns expected in 2045.

Accurately reflecting the networks and socioeconomic data is important in order to obtain the correct travel patterns within the County. Using the NERPM provides the clear connection, or nexus, for imposing mobility fees. Comprehensive use of the NERPM enables a stronger nexus between land use changes within Clay County and the necessary transportation infrastructure enabling mobility in the region.

3.2 Mobility Fee Districts

The development of the Mobility Fee Districts was an iterative process. Most importantly, the Districts were developed based on their land use development patterns. The idea behind the creation of a mobility fee districts is to have those areas that drive the need for new infrastructure, and that benefit most from the infrastructure, pay a greater share of the cost of the infrastructure.

Based on this analysis, five districts were created with distinct development patterns and infrastructure needs. Based on Table 3, Lake Asbury & Green Cove Springs District is the fasted growing area followed by the Branan Field & Oak leaf District.

Figure 2: Mobility Fee Districts

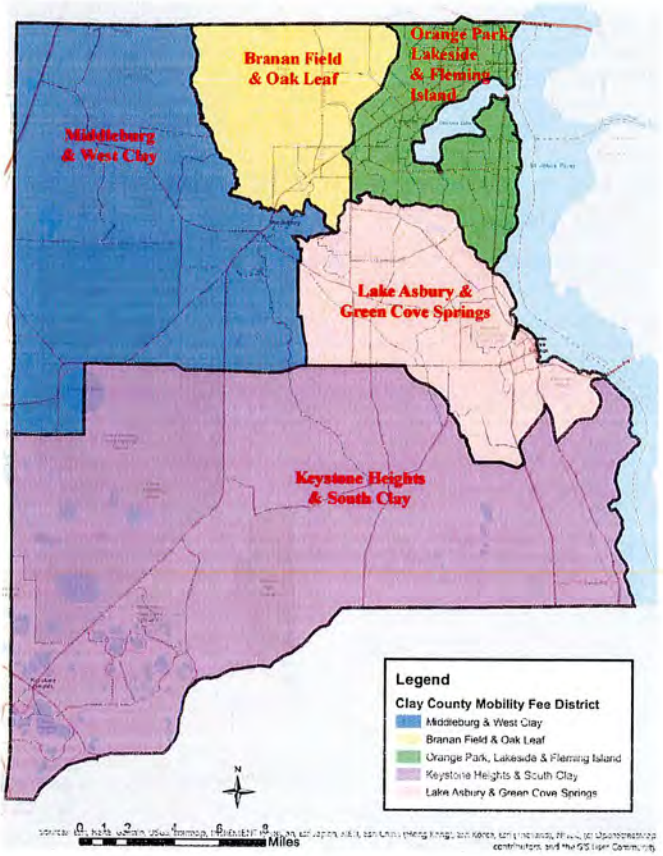


Table 3: Socio Economic Land Use Changes by Mobility District

District	Number of Households			Employment		
	2015	2045	% Change	2015	2045	% Change
Middleburg & West Clay	9,149	12,568	37%	4,507	13,616	202%
Orange Park, Lakeside & Fleming Island	31,799	40,123	26%	38,218	56,143	47%
Lake Asbury & Green Cove Springs	5,685	36,478	542%	3,068	25,189	721%
Keystone Heights & South Clay	5,904	10,351	75%	3,172	5,194	64%
Branan Field & Oak Leaf	11,100	22,542	103%	3,811	29,521	675%
Sub-totals	**63,637**	**122,062**	**92%**	**52,776**	**129,663**	**146%**

Source: NERPM-AB_v2

3.3 VMT and PMT

The length and the number of trips traveled within a mobility fee district is an important part of the mobility fee calculation. The NERPM allows for the tracing of all the trips on each of the network links. As such, every TAZ was identified within each district, excluding the TAZs in the municipalities, as was every link within the network. Tracing all the trips by origin and destination, allowed for the calculation of the trip length and the miles traveled associated with the land uses in a particular district. As stated earlier, the model provides information regarding the vehicle miles and the person miles traveled (PMT). The vehicle miles traveled (VMT) are strictly associated with the automobile trips. One vehicle trip can be one person trip, if only the driver is in the vehicle. If there are two persons in the vehicle, then they represent two person trips but still one vehicle trip.

For example: One 10 mile car trip has 2 people in it. This trip creates 20 PMT and 10 VMT.

Person Miles Traveled (PMT)

Vehicle Miles Traveled (VMT)

The Clay County multimodal mobility fee study includes all modes of transportation and for that reason, it uses the PMT by district rather than the VMT. The relationship between the two is shown in Table 4 and used in the mobility fee calculation. Since PMT accounts for the occupancy of any vehicle and the number of active modal trips (walking and biking), PMT is higher than the VMT produced by the same analysis. Table 4 shows the amount of VMT and PMT generated in the 2015 base year and the 2045 future year.

PMT is a standard measure of mobility that combines both the number and length of trips and is mode neutral. Because PMT accounts for all mobility regardless of mode it provides an assessment of the level of multimodal demand generated by the land use growth. Mobility fees are designed to fund a diverse set of travel options to provide users options as well as provide funding for high capacity efficient modes such as walking, biking, and transit.

PMT is an available output from the NERPM by combining the estimates related to the occupancy of the vehicles on the network, the number of transit trips, and the number of walking and biking trips. The travel model is sensitive to the density, diversity, and accessibility so that areas more conducive to walking and biking will realize a higher active mode share.

See Table 11 for a summary of the mode share by district.

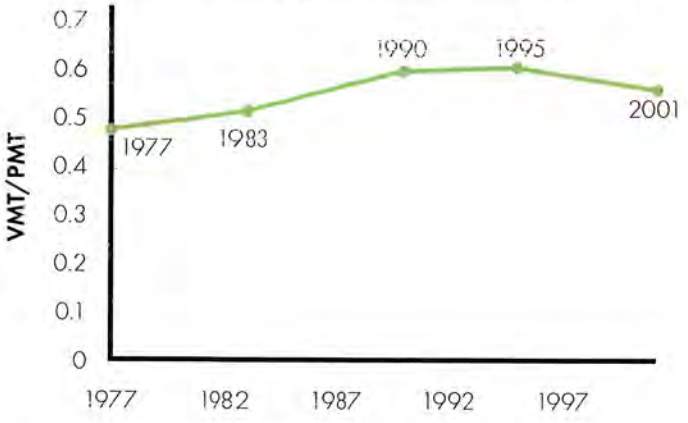
Table 4: Clay County VMT and PMT Relationship

Miles Traveled Distribution	Middleburg & West Clay	Orange Park, Lakeside & Fleming Island	Lake Asbury & Green Cove Springs	Keystone Heights & South Clay	Branan Field & Oak Leaf
2015 VMT	590,963	1,186,598	330,331	418,587	489,939
2045 VMT	871,960	1,855,854	1,276,576	585,159	900,634
Difference VMT	**280,997**	**669,255**	**946,245**	**166,572**	**410,695**
2015 PMT	871,645	1,719,546	465,387	595,886	734,815
2045 PMT	1,221,881	2,586,265	1,820,120	796,690	1,284,777
Difference PMT	**350,236**	**866,719**	**1,354,732**	**200,804**	**549,961**

Countywide the amount of PMT to VMT is 1.40. This factor will be used in the mobility fee to convert the VMT generated by any land use to PMT. This VMT to PMT includes all the County and State roads (excluding municipalities and the First Coast Expressway).

The Center for Urban Transportation Research, University of South Florida (CUTR) analyzed historical National Household Travel Survey data to show the relationship of VMT to PMT over time[4]. The Clay County data suggests that there is a closer relationship, with a VMT to PMT factor of 0.71. Likely due to the high single vehicle mode share related to the density and size of the county. The CUTR analysis is visualized in Figure 3.

Figure 3: Historical National VMT/PMT Relationship



Source: CUTR Florida

4 https://www.cutr.usf.edu/oldpubs/The%20Case%20for%20Moderate%20Growth%20in%20VMT_%202006%20final.pdf

3.4 Network Performance

In simulating the highway network in the NERPM, each roadway is represented by a link. Several characteristics are associated with each of the links, such as the type of roadway facility, number of lanes, and the area type the link is located in. The combination of these characteristics allows for the calculation of the speed and capacity of the roadway. The trips generated by the socioeconomic data in the model, are assigned to the network. Once the trips are assigned, the model is run until an equilibrium in the assignment is reached. The volume on the assigned network together with the capacity provides information related to the volume capacity ratio on each link. This ratio allows to determine the amount of congestion on the roadway. When the capacity is equal to the volume, the volume capacity ratio is one (1), which in real life would result in standstill. In a travel demand model, such as the NERPM we are estimating the demand of the land use and the model allows for an "over-assignment" which shows the total need of the travelers.

The NERPM was run for the year 2015 and for the year 2045 to analyze the increase in congestion. The plots in Figure 4 and Figure 5 show the level of congestion in the year 2015 and the year 2045 networks. In comparing the two volume capacity plots it can be seen that the amount of congestion increases significantly in 2045. The orange links are nearing capacity, while the red, magenta, and black links are functioning over capacity. The future plots include the new facilities that will be constructed by the 2045.

3.5 Travel Characteristics

The NERPM is a sophisticated tool that can be used to evaluate the travel characteristics of trips by mobility fee district in Clay County. Analyzing the trip patterns on the different roadways within the districts informs us about the degree to which the land use changes within the mobility fee districts affect the capacity and operations of the transportation network.

Trip Lengths

Based on the socioeconomic data in the model, trips are made from an origin to a destination. For example, a typical trip in the model is a trip that starts at the home and goes to work, referred to as a home-based work trip. The model has a variety of different trip purposes that it assigns to the networks. There are eleven trip purposes in the NERPM, other examples of trip purposes are home-based shop, home-based school etc.

A trip starts in a particular TAZ and ends in a specific TAZ. The model keeps track of all the starting and ending points of all the trips that take place during an average day.

For this study, all TAZs were identified not only by county to ensure to only include trips that use the Clay County portion of the networks (excluding the municipalities), but also by the different mobility districts. Trips are analyzed in three categories:

- Start and end within the same district - Internal-Internal [II] trips
- Start or end in a district - External-Internal [EI] or Internal-External (IE) trips
- Drive through a district without stopping - External-External (EE) trips

Figure 4: Year 2015 Clay County Roadway Volume Capacity Plot

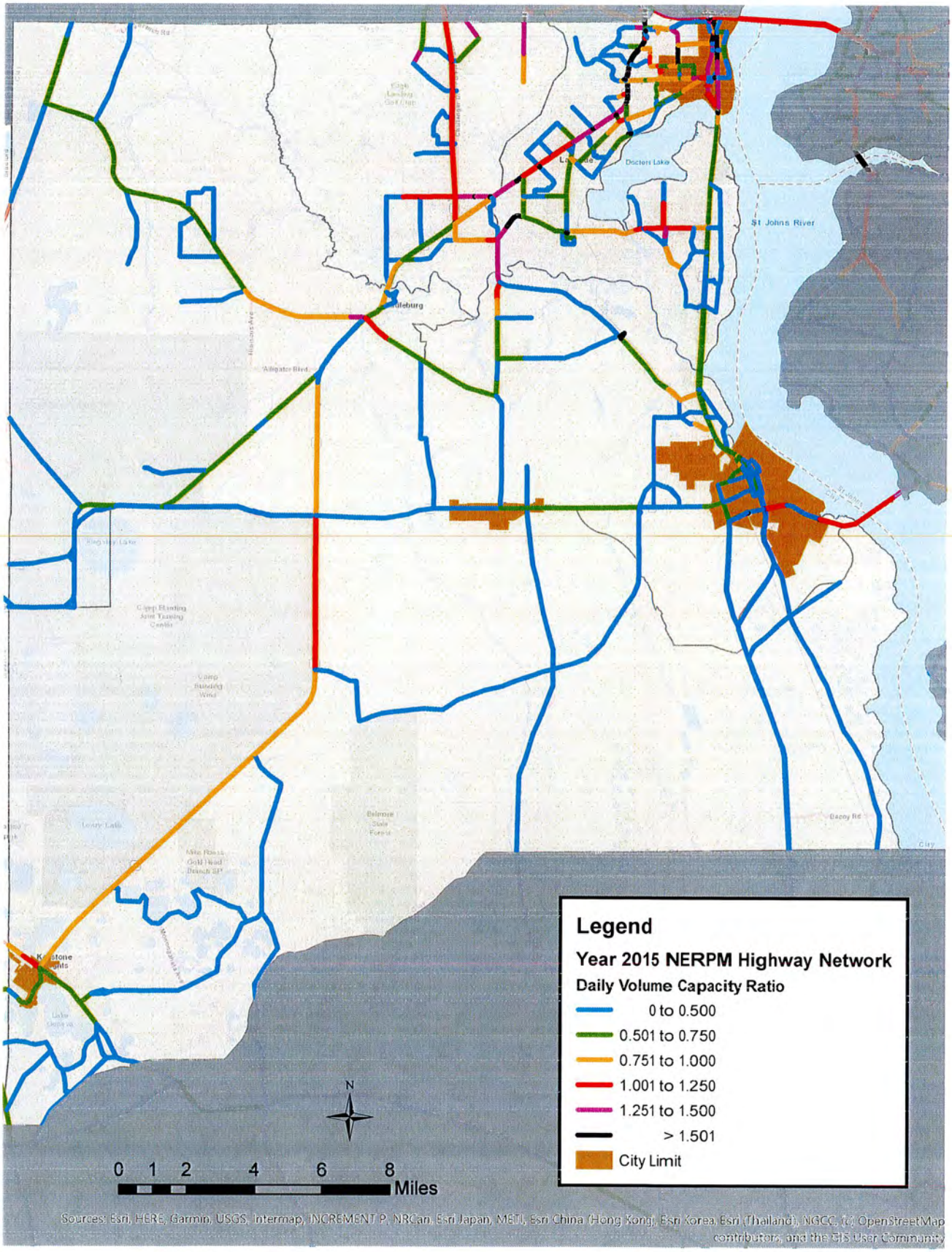
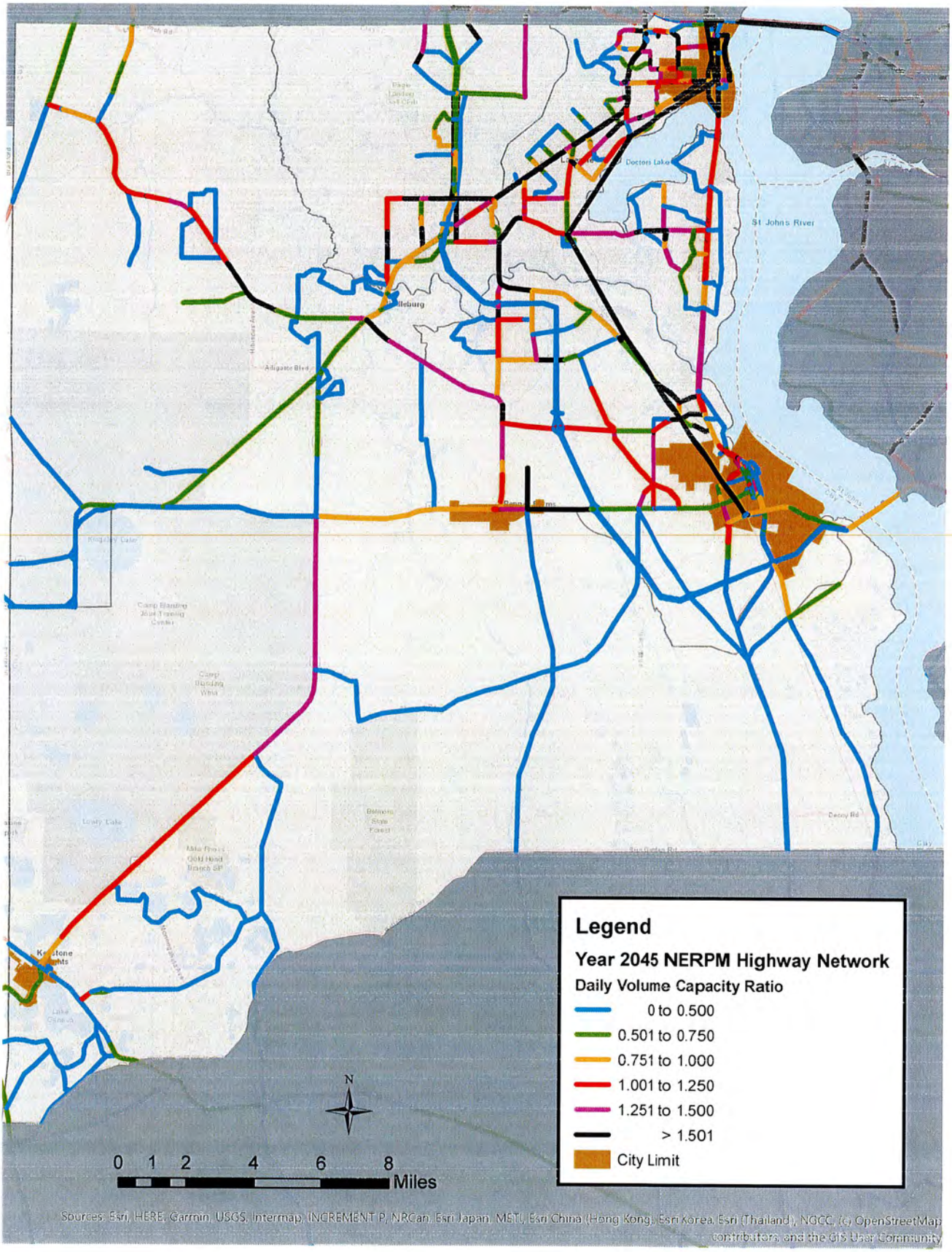


Figure 5: Year 2045 Clay County Roadway Volume Capacity Plot



This is an important concept because we cannot assess the mobility fee to trips that drive through Clay County in the calculations. After all, if the trip does not stop in Clay County then it is not linked to the Clay County land uses.

In addition to keeping track of which TAZs are within which mobility district, all the links on the network were associated with the district they are located in. This allows for keeping track of the origin and destination of the trip, but also of the path the trip travels on. Using this set-up allows for the calculation of the vehicle and person miles traveled by the trips that either originate or have a destination to a specific district by adding up all the links used (miles covered) by these trips and averaging this number for each district.

The trip lengths used in the mobility fee are generally longer than the trip lengths used in the previous road impact fee study. The trip lengths obtained from the NERPM were compared to local and national travel surveys by trip purpose which correspond to the various land use types.

Table 6 shows the analysis results for person trip lengths by trip purpose that were collected as part of the 2017 Household Travel Survey conducted by the North Florida TPO[5] . This data included observations from 550,389 households across the TPO region, and 69,053 households in Clay County.

The second source of data comparison was the 2017 National Household Travel Survey Data. The vehicle trip length was compared with the NERPM results (which are longer than person trips because walking and biking trips are often shorter than vehicle trips). This survey was conducted throughout the nation and provides a national average as another benchmark against the data used.

Table 5: Person Trip Lengths by District

Mobility Fee District	Person Trip Lengths (miles)
Middleburg & West Clay	7.90
Orange Park, Lakeside & Fleming Island	5.02
Lake Asbury & Green Cove Springs	7.64
Keystone Heights & South Clay	7.28
Branan Field & Oak Leaf	5.56
County Average	**6.68**

Source: NERPM-AB_v2

Table 6: Household Travel Survey Trip Lengths (2017 NFTPO)

Destination Purpose	Person Trips by Any Mode	
	Trip Count (n)	Mean Trip Length (Miles)
Activity at home	8,769	9.62
Work/work-related	3,782	18.7
Attending my school/class	1,047	7.19
Shopping/errands/ appointments	4,319	7.18
Eat at restaurant/bar/ get take-out	1,664	7.07
Recreation/entertainment	2,019	12.76

Source: NFTPO Travel Survey data

5 http://northfloridatpo.com/images/uploads/NorthFloridaHTS_FinalReport_07122018.pdf

The two data sources show longer trip lengths than what was obtained from the model, which is consistent since the trip length calculation based on the model excluded the toll road, the portions of the trips outside of Clay County, and included the shorter bicycle and walking trips. It is noted that all of these sources reinforced longer trip lengths relative to what was used in the 2017 road impact fee study.

Double Counting Factor

The double counting factor accounts for the differences between PMT that remains internal to the County and PMT that has only one end of the trip within the County. Rather than taking a 50% double counting factor across the board, this calculated factor varies by district using the data from the travel model on where trips start and end.

For the trips that start and end in the County a 50% factor is applied, where each land use at either end of the trip pays for their half of the PMT. Resulting in 100% of this internal PMT being assessed a mobility fee. For trips that either start or end outside of the County the trip is fully assessed based on the trip lengths that have been calculated that reflect for distances within Clay County only. The double counting factor is a weighted factor based on the amount of PMT that remains internal versus the share that is associated with trips outside of the County.

County Planning staff has directed that a 50% double counting factor will be applied to all non-residential uses. This factor will be applied at the individual land use permit level.

See Appendix C for the derivation of the double counting factor.

Table 7: 2017 National HTS Trip Lengths by Trip Purpose

Trip Purpose Summary	Vehicle Trip Length	
	Sample Size	Mean Trip Length (miles)
Home	205,743	9.93
Work	92,392	11.98
School/Daycare/Religious activity	16,288	9.11
Medical/Dental services	11,568	10.14
Shopping/Errands	134,048	7.08
Social/Recreational	52,877	12.6
Transport someone	44,991	7.25
Meals	43,347	7.49
Something else	10,045	11.95
All	**611,299**	**9.55**

Source: Tabulation created on the NHTS website at https://nhts.ornl.gov

Figure 6: Double Counting Factor

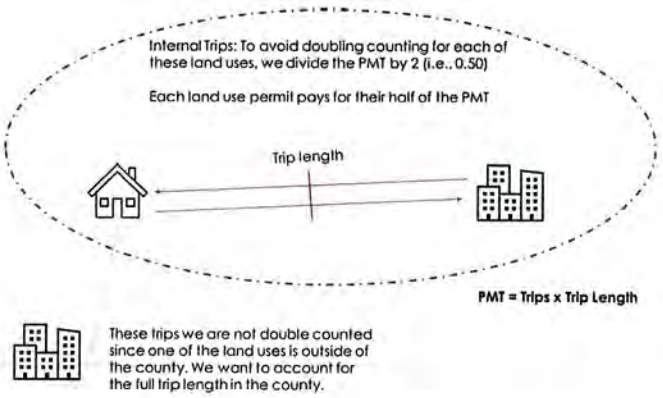


Table 8: Double Counting Factor

Fee District	Calculated Double Counting Factor
Middleburg & West Clay	59%
Orange Park, Lakeside & Fleming Island	61%
Lake Asbury & Green Cove Springs	60%
Keystone Heights & South Clay	61%
Branan Field & Oak Leaf	65%
County Average	**61%**

Source: NERPM-AB_v2

Trip Rates

The daily trips rates for the land uses of interest to Clay County are included in Table 9. The residential land uses for single family detached dwelling units uses an adjusted trip rate based on national and Florida specific income and size characteristics. See Appendix B for more information.

These trip rates are provided on a daily basis to correspond to the network analysis that uses a daily demand and capacity. These rates are derived from the 10th edition of Trip Generation by the Institute of Transportation Engineers (ITE) and are intended to represent vehicle trips.

Pass-by percentages by percentages apply to some land use categories to account for the portion of trips which are already on the network. Instead of being new trips added to the system, these are existing users who are expected to utilize the site but do not require additional capacity to the system. For example, a car wash, is estimated to have a 65% pass-by rate. Out of the 108 daily vehicle trips, 37 of those are new to the network.

It is expected that the County will update the land uses and the trip generation rates as new information becomes available.

Table 9: ITE Trip Generation Rates (Daily by Land Use)

Land Use Categories	ITE Land Use Code	Land Use Categories	Unit of Measure	Daily Vehicle Trips/ Unit	[pass-by]	New Trips	New Daily trips/ unit
Residential	220	Multi Family	dwelling	7.32	0%	100%	7.32
	221	Multi Familiy (Mid-rise)	dwelling	5.44	0%	100%	5.44
	253	Assisted Living/ Congregate Care Facility	dwelling	2.02	0%	100%	2.02
	210	Single Family (less than 1,500 sqft) & Very Low Income	dwelling	2.75	0%	100%	2.75
	210.2	Single Family (less than 1,500 sqft) & Low Income	dwelling	4.13	0%	100%	4.13
	210.3	Single Family (less than 1,500 sqft)	dwelling	6.23	0%	100%	6.23
	210	Single Family (1,500 sqft to 2,499 sqft)	dwelling	7.81	0%	100%	7.81
	210.4	Single Family (> 2,499 sqft)	dwelling	8.82	0%	100%	8.82
	240	Mobile Home	dwelling	5.00	0%	100%	5.00
	260	Recreational Home/Vehicle	dwelling	3.47	0%	100%	3.47
Industrial	150	Warehouse	ksq ft of GFA	1.74	0%	100%	1.74
	151	Mini-Warehouse	ksq ft of GFA	1.51	0%	100%	1.51
	140	Manufacturing	ksq ft of GFA	3.93	0%	100%	3.93

Table 9: ITE Trip Generation Rates (Daily by Land Use) -Continued

Land Use Categories	ITE Land Use Code	Land Use Categories	Unit of Measure	Daily Vehicle Trips/ Unit	[pass-by]	New Trips	New Daily trips/ unit
	310	Hotel	rooms	8.36	0%	100%	8.36
	320	Motel	rooms	3.35	0%	100%	3.35
	947	Carwash	wash stall	108	65%	35%	37.8
	420	Marina	berth	2.41	0%	100%	2.41
	816	Hardware Store	ksq ft of GFA	9.14	26%	74%	6.76
	817	Nursery (Garden Center)	ksq ft of GFA	68.1	26%	74%	50.39
Commercial	818	Nursery (Wholesale)	ksq ft of GFA	39	26%	74%	28.86
	880	Pharmacy/Drugstore	ksq ft of GFA	90.08	53%	47%	42.34
	820	Shopping Center	ksq ft of GFA	37.75	34%	66%	24.92
	857	Discount Club	ksq ft of GFA	41.8	17%	83%	34.69
	863	Electronics Superstore	ksq ft of GFA	41.05	34%	66%	27.09
	849	Tire Superstore	ksq ft of GFA	20.37	28%	72%	14.67
	890	Furniture Store	ksq ft of GFA	6.3	0%	100%	6.3
Office	710	General Office Building	ksq ft of GFA	9.74	0%	100%	9.74
	760	Research & Development Center	ksq ft of GFA	11.26	0%	100%	11.26
	550	University / College / Jr College	students	1.36	0%	100%	1.36
	536	Private School, K-12	ksq ft of GFA	3.54	0%	100%	3.54
Institutional	610	Hospital	ksq ft of GFA	10.72	0%	100%	10.72
	620	Nursing home	ksq ft of GFA	6.64	0%	100%	6.64
	560	Place of worship	ksq ft of GFA	6.95	0%	100%	6.95

Table 9: ITE Trip Generation Rates (Daily by Land Use) -Continued

ksq = 1,000 square feet
GFA = gross floor area

Toll Road Factor

The First Coast Expressway, also referred to as the Toll Road, is not included in the mobility fee calculation. As such, it was important to separate the vehicle miles and the trips on the Toll road from the trips on all the other roadways in Clay County. For each district, the number of trips that have an origin and/or a destination and use the toll road was obtained from the model. Table 10 shows the percentage of the PMT from and/or to a District that use the First Coast Expressway. The toll road factor is the proportion of PMT which is associated with land use in each district that remains on facilities included in the mobility fee.

Table 10: Toll Road Factor

Mobility Fee District	% of PMT on First Coast Expressway	Toll Road Factor
Middleburg & West Clay	15%	0.85
Orange Park, Lakeside & Fleming Island	7%	0.93
Lake Asbury & Green Cove Springs	29%	0.71
Keystone Heights & South Clay	10%	0.90
Branan Field & Oak Leaf	20%	0.80

Source: NERPM-AB_v2

Mode Share

The NERPM provides information regarding the modal use for each of the trips made. The actual mode choice is depended on a variety of factors. Factors such as transit service levels, accessibility and density are important in the mode choice decision. For each of the mobility fee districts the mode choice results were summarized. Table 11 shows the mode choice by percentage and total number for the years 2015 and 2045.

Table 11: Travel Model Share by District and Year

Mobility Fee District	TRIP MODES	2015		2045	
		Number	Percent	Number	Percent
Middleburg & West Clay	Walk	2,341	3.60%	3,562	3.20%
	Bike	585	0.90%	941	0.80%
	Transit	-	0.00%	57	0.10%
	Auto	62,742	95.50%	108,425	96.00%
Orange Park, Lakeside & Fleming Island	Walk	22,418	6.50%	28,951	6.00%
	Bike	5,532	1.60%	6,983	1.40%
	Transit	461	0.10%	3,177	0.70%
	Auto	316,702	91.80%	446,285	91.90%
Lake Asbury & Green Cove Springs	Walk	2,231	5.10%	41,018	18.40%
	Bike	421	1.00%	2,524	1.10%
	Transit	5	0.00%	169	0.10%
	Auto	40,806	93.90%	179,351	80.40%
Keystone Heights & South Clay	Walk	2,263	6.50%	5,106	9.10%
	Bike	343	1.00%	694	1.20%
	Transit	-	0.00%	7	0.00%
	Auto	32,417	92.60%	50,200	89.60%
Branan Field & Oak Leaf	Walk	6,233	7.10%	17,355	8.10%
	Bike	766	0.90%	2,749	1.30%
	Transit	-	0.00%	190	0.10%
	Auto	80,416	92.00%	193,556	90.50%

4.0
Network Improvements

4.1 Background

Clay County has undertaken extensive planning efforts over the past several years. The most significant of these efforts was completed in January 2015 by Reynolds, Smith, and Hills (RS&H). This report provided a robust forecast of the anticipated growth and development expected in the County and identified a comprehensive set of roadway investments to support the increased travel demand.

4.2 Needs and Priority Lists

The RS&H study, the 2035 LRTP Cost Feasible Plan and the draft 2040 LRTP Cost Feasible Plan were consulted to develop the list of projects. RS&H also used the North Florida TPO Transportation Improvement Plan and consulted Clay County planning staff to ensure that a comprehensive list of projects was considered. Additionally, RS&H used the previous Northeast Regional Planning Model to conduct transportation modeling analysis on the list of identified projects.

The RS&H list was further amended by County staff to account for specific project changes and developer funded projects. County planning staff also updated the project costs to account for inflation and other changes in unit costs based on observed construction cost data.

Clay County planning staff identified a priorities project list from the needs list with further amendments to reflect the County's priorities that were provided to the North Florida TPO.

4.3 Transportation Network Improvements

Roadway Corridors

The future transportation conditions were evaluated in the NERPM travel model that included the improved network with the priority list of projects. The consultant team met with County staff to confirm the road network reflected the anticipated improvements.

The network is shown in Figure 5 in Section 3.0 of this report.

In addition to the priority list, additional infrastructure projects were identified to address specific deficiencies and accommodate future growth and development, including privately funded improvements. These projects included the improvements on the state system that have been identified in the Year 2045 LRTP. The state projects anticipate that up to 25% of the project cost to be covered through local mobility fees.

- C.R. 315: S.R. 16 to C.R. 315B widening.
- S.R. 100: Putnam to Bradford widening.
- S.R. 16: Green Cove Springs to First Coast Expressway widening.
- S.R. 16: Green Cove Springs to Shands Bridge widening.
- S.R. 21: S.R. 16 to C.R. 215 widening.

The roadway corridor projects incorporated in the mobility fee are shown in Table 12. Figure 10 shows the location of these projects by ID#.

Active Travel Network

The current Clay County's roadway standards are making basic pedestrian and bicycle facilities standard. However, to maximize the demand of the non-motorized, active travel network, additional connections and high-quality amenities are critical. The projects identified for the active travel network will support the development in those areas targeted for growth by building dedicated facilities along major routes, fill in gaps, and connect important destinations.

Clay County's growth will focus on a few key nodes, resulting in densities that are conducive to walking and biking trips and avoid the need to travel by vehicle. Additional walking and biking infrastructure will create greater network connectivity and provide safe and efficient options to travel. The recent demand in e-bikes and the associated increase in average miles traveled reinforces that these facilities may increase in demand and provide an active alternative way to travel[6].

Providing choices in the transportation system is essential for a more equitable and efficient transportation system. By enabling individuals to choose the mode of travel that is best for that trip, it can spread the demand across the system and improve overall system utilization.

Even though Clay County's roadway standards are making basic pedestrian and bicycle facilities standard (see Section 4.5 for cross section details), additional connections and high-quality amenities are critical. The projects identified for the active travel network will support the development in those areas targeted for growth by building dedicated facilities along major routes, fill in gaps, and connect important destinations. Each of the five districts also are estimated to require local funding to create connections which otherwise would not be made. $3 million of funds in each district will support the construction of active travel capacity and connect to and between those facilities constructed by private development. It is envisioned that these funds would start to create a countywide network of high quality off-street multi-use paths.

The projects have been identified as those addressing a transportation need, helping meet those mobility needs of future residents, employees, and visitors. There are other trails and paths, not shown here, that are recreational in nature and not expected to use mobility fee dollars. The mobility fee projects shown in Table 13 provide connection between key points of interest or will be used to provide a parallel, if not more direct and efficient, option to a road corridor.

6 Research published in 2018 states that e-bikes are being used approx. 50% of total trips for commuting or errands, with most of that substituting from the private automobile. Average trip lengths of 9.3 miles by automobile were observed shifting to e-bikes. Source: MacArthur, John, Christopher Cherry, Michael Harpool and Daniel Scheppke. A North American Survey of Electric Bicycle Owners. NITC-RR-1041. Portland, OR: Transportation Research and Education Center (TREC), 2018.

Table 12: Roadway Corridor Projects

ID#	Roadway	Segment	Project	Length (mi.)	Total Cost	State Rd Adjusted Cost (25%) & Grant Monies
1	S.R. 100	Putnam to Bradford	Widen to 4 lanes	5.30	$5,135,000	$1,283,750
2	C.R. 218	Blue Jay/ Mallard Rd. to Cosmos Ave.	Widen to 4 lanes	2.23	$18,093,775	$18,093,775
3	C.R. 220	C.R. 224 (College Dr) to U.S. 17	Widen to 6 lanes	4.00	$34,825,903	$34,825,903
4	C.R. 209 (Russell Road)	C.R. 315B to U.S. 17	Widen to 4 lanes	0.62	$8,391,307	$8,391,307
5	C.R. 209 (Russell Road)	Sandridge Rd. to C.R. 315B	Widen to 3 lanes	2.88	$18,300,000	$18,300,000
6	C.R. 739B (Sandridge Road)	C.R. 739 to C.R. 209	Widen to 3 lanes	3.70	$25,600,000	$25,600,000
7	Verbena Parkway (4)	Henley Rd. to NS3	New 2 lane	1.00	$9,011,979	$9,011,979
8	NS 3	CR 209 to Sandridge	New 2 lane	2.38	$16,042,267	$16,042,267
9	EW 1	CR 209 to NS 3	New 2 lane	1.59	$10,734,356	$10,734,356
10	NS 1 (Feed Mill)	Sandridge to First Coast Connector	New 2 lane	2.32	$15,662,708	$15,662,708
11	C.R. 218 Extension*	C.R. 218 to FCX	New 2 lanes	1.83	$10,000,000	$10,000,000
12	First Coast Connector	U.S. 17 to CR 315 & U.S. 17 to FCX	New 2 & 4 lanes	2.30	$40,000,000	$40,000,000
13	Green Cove Springs Bypass	U.S. 17 to S.R. 16	New 4 lanes	5.75	$77,763,560	$77,763,560
14	C.R. 220	S.R. 21 to Henley Rd.	Widen to 4 lanes	3.04	$24,665,953	$24,665,953
15	Baxley Road	C.R. 220 to S.R. 21	Widen to 4 lanes	0.51	$8,333,176	$8,333,176
16	Cheswick Oaks Ave. Extension	Savannah Glen Blvd. to Challenger Dr.	New 4 lanes	2.16	$29,212,050	$26,212,050
17	Branan Mill Road (aka Atlantis)	Old Jennings to Trail Ridge	New 2 lane	1.24	$9,109,854	$9,109,854
18	Cheswick Oaks Ave. Extension	Wilford Preserve to Challenger Dr.	New 2 lanes	0.67	$4,337,123	$4,337,123
19	S.R. 16	GCS to FCX	Widen to 4 lanes	3.30	$47,520,000	$11,880,000
20	S.R. 16	GCS to Shands Bridge	Widen to 4 lanes	2.20	$5,000,000	$1,250,000
21	S.R. 21	S.R. 16 to C.R. 215	Widen to 4 lanes	4.55	$16,335,000	$4,083,750
22	C.R. 315	S.R. 16 to C.R. 315B	Widen to 4 lanes	3.40	$27,586,921	$27,586,921
Total						**$403,168,433**

*$8,000,000 responsibility of the Land Owner
$2,000,000 responsibility of the County

Table 13: Active Travel Network Projects

Project	To - From	Path Type	Length (mi.)	Estimated Cost*
Hwy 17 Multi-Use Trail (Future)	Leonard C Taylor Pkwy towards Clay-Putnam county line	Multi-Use	3.2	$960,000
CR 220 Multi-Use Trail	Hwy 17 to Brookstone Dr	Multi-Use	1.6	$497,195
Leonard C Taylor Multi-Use Trail	Rio Vista Cir to Susan Dr	Multi-Use	2.1	$632,833
Cecil to Old Jennings Rd.	Duval-Clay county line to Blanding Blvd	Multi-Use	8.7	$2,601,435
Middleburg & West Clay Walking and Biking Projects	Walking and biking infrastructure improvements within the District	Multi-Use	10.0	$3,000,000
Orange Park, Lakeside & Fleming Island Walking and Biking Projects	Walking and biking infrastructure improvements within the District	Multi-Use	10.0	$3,000,000
Lake Asbury & Green cove Springs Walking and Biking Projects	Walking and biking infrastructure improvements within the District	Multi-Use	10.0	$3,000,000
Keystone Heights & Southwest Clay Walking and Biking Projects	Walking and biking infrastructure improvements within the District	Multi-Use	10.0	$3,000,000
Branan Field & Oak Leaf Walking and Biking Projects	Walking and biking infrastructure improvements within the District	Multi-Use	10.0	$3,000,000
Total				**$19,691,463**

* Unit Cost $300,000 per mile

Transit Mobility Hubs

Clay County will consider mobility hubs as a key tool towards network connectivity goals. Mobility hubs are infrastructure designed to support and facilitate multimodal transportation use. These facilities are defined by their intent and structure to aggregate mobility options in one place, allowing individuals greater travel choices and ease of transfer amongst different travel modes. Mobility hub design focuses on transit, shared-use mobility, and active transportation. Hubs often endeavor to address the "first mile/last mile" issue whereby access to transit and other longer-distance mode usage is stifled by insufficient supportive options to easily reach those modes. While each mobility hub may take on unique form based upon location and context, these hubs tend to support connection between at least a few of the following specific transportation modes:

- Public transportation: stops/stations for trains, buses, vans, and micro transit.
- Transportation Network Companies (TNCs): pick up/drop off zones for ride-hail providers.
- Carshare: parking and charging stations for carshare vehicles, including electric vehicles.
- Bicycles and scooters: parking, storage, charging stations, and designated paths for personal bicycles, bikeshare, and e-scooters.
- Pedestrian: paths and spaces to pass through as well as rest for those walking or rolling with assistive devices.

In addition to facilitating traveler choice and transfers between these modes, mobility hubs provide a flexible physical space that can support other associated uses:

- Deliveries: a parking location for food or goods delivery vehicles to limit stops/congestion in travel lanes and improve curb management.
- Retail options: collocated stores, food stands, and other businesses which provide value to individuals passing through the space.
- Park features: park amenities which make these hubs more enjoyable places to wait or linger between travel and other activities.

The value of a mobility hub to its users is generally a product of both how many different uses it promotes, e.g. colocation of multiple modes, and how deeply it supports each use, e.g. public transit with multiple connecting lines, real-time travel information, weather-protected seating, etc. Again, the appropriate final form of the hub will be largely context-dependent; some hubs may sufficiently serve their users connecting only a few transportation modes with few additional amenities while other hubs may necessitate connection between many modes with many additional amenities to provide sufficient value. In general, mobility hubs may be typified into three primary groups:

- Neighborhood: smaller stations in lower density areas, offering basic street-side connections and amenities.
- Central: larger mixed-mode facilities in an urban setting with amenities and connections offered throughout the intersection and integrated into surroundings.
- Regional: large-scale facilities in a dense urban setting with connections to multiple regional transit providers and with deep and diverse amenities and connections built into the station and surrounding area.

In addition to need and setting, cost, as will be discussed later, is also an important consideration in determining hub form.

Flexible Future

A central tenet of mobility hubs is their flexible design. Mobility hubs should be designed to support evolving needs and technologies. In the present, this means that spaces can be largely interchangeable across current modes or uses with only minor changes in traffic management, signage and, other physical installations (e.g. bollards, benches, shelters, etc.). This is important as transportation preferences and policy considerations shift over time and can also support shifting demand for different modes across time of day and day of week. Critically, this flexibility also "future-proofs" the hub space for yet unrefined or unknown technologies. For example, Autonomous Vehicles (AV) present an option for which planners are still establishing basic ground rules and best practices. As the market matures, a flexible space will be able to accommodate the infrastructural needs of that emerging technology without significant additional investment or alteration compared to more rigid infrastructural design.

Cost

Modular and simplified construction is used to support the flexible aim and keep costs down for mobility hub construction. A primary cost consideration will be land ownership, as the need to purchase land from one or multiple owners foundationally impacts the cost to develop a hub. Otherwise, overall cost will vary greatly upon how many uses a facility supports and how deeply it supports each of those uses. One hub in Riverside, CA, categorized as a central mobility hub with a bus plaza, pick up and drop off zone, and other amenities cost $12 million to build[7]. An example of a less ambitious neighborhood-style mobility hub in Broward County, FL was estimated to cost $1.2 million and provided basic transit connection with park and ride facilities and other supportive pedestrian infrastructure[8].

Three mobility hubs are planned for three districts:

- Branan Field & Oak Leaf District. This hub is anticipated to service the community transit connector route to be implemented by Jacksonville Transportation Authority (JTA). The hub can provide logistics support and act as a key terminal for the service. The hub would operate as a community destination and connect the transit system with first/last mile services.
- Lake Asbury & Green Cove Springs District. This hub will provide multimodal support to the fast growing community in and around Lake Asbury. The hub would concentrate shared mobility services and provide a terminal for future transit services. The hub would provide a community resource for connecting with JTA and accessing future shared mobility services such as e-bikes, e-scooters, golf carts, and shuttles.
- Orange Park Lakeside & Fleming Island District. This hub will support the anticipated intensification and infill within this district and provide a common location for accessing JTA transit services, but also future shared mobility services. First and last mile solutions will be based here to complement the growth in active trips on the walking and biking network.

7 https://pdc.ucr.edu/projects/mobility-hub#:~:text=The%20%2412%20million%20project%20%E2%80%94%20a,-off%20zone%2C%20and%20landscaping

8 http://www.d4fdot.com/bcfdot/I-595_MobilityHub_Davie.asp

4.4 Network Standards of Service & Improvements

The NERPM evaluates how future users associated with land use changes in the region travel on the roadway network as well as the non-motorized, active mode network. The travel model assigns the traffic flow to the network which can be evaluated for how much the demand compares to the capacity of the system. This specific metric, volume-to-capacity (VC) is the most common metric used in Florida. Section 3.0 includes plots of the network showing the VC ratios in color bands.

Mobility fees must comply with basic legal fundamentals such as ensuring that the new users of the system do not pay for more than their impacts. This is interpreted that the standards of service do not improve in the future beyond what is experienced today. Using VC as the service standard the transportation network was evaluated for the three scenarios as shown in Table 14:

- 2015 Base Condition, Column [A]
- 2045 No-Build Scenario with the land use changes but no mobility fee projects. Column [B]
- 2045 Build Scenario with the land use changes and the mobility fee projects in place. Column [D].

Table 14 shows the average VC weighted by roadway length for all the County and State roadway segments in each of the mobility fee districts.

The analysis shows that in the absence of the additional transportation capacity, the VC ratio deteriorates (gets higher) in the future. Column B and C show the 2045 VC ratio and the percent change from the 2015 base year.

The 2045 Build condition shows an improvement in the VC ratio in each district with column E showing the percent change between the build and no build condition.

Column F shows that in the future condition the VC ratio remains higher, i.e., worse, even with the mobility fee projects in place. This indicates that there would be rationale for additional mobility fee projects to fund additional transportation capacity by 2045.

Table 14: Comparing VC Service Standard

Mobility Fee District	2015 VC	2045 No Build VC	% Change in VC Without Capacity	2045 Build VC	% Change in VC	Change in VC Ratio Between Build & Existing Conditions
	[A]	[B]	[C]	[D]	[E]	[F]
Middleburg and West Clay	0.27	0.42	56%	0.36	-14%	0.09
Orange Park, Lakeside & Fleming Island	0.37	0.68	84%	0.59	-13%	0.22
Lake Asbury & Green Cove Springs	0.21	0.71	238%	0.54	-24%	0.33
Keystone Heights & South Clay	0.15	0.2	33%	0.19	-5%	0.04
Branan Field & Oak Leaf	0.44	0.72	64%	0.66	-8%	0.22

Source: NERPM-AB_v2

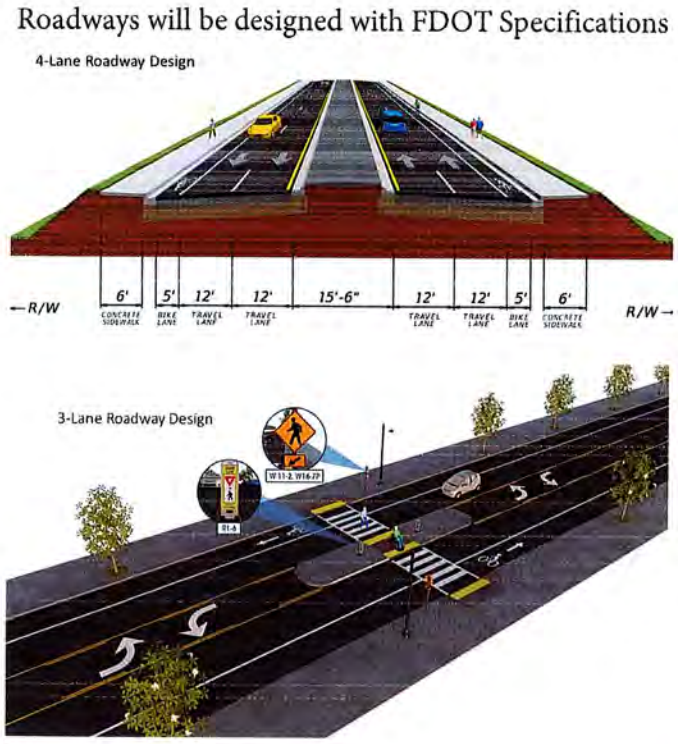
4.5 Transportation Corridor Complete Street Design Standards

Clay County is using a complete street design standard as set out in the Land Development Code Article VIII. All of the County collectors and arterials will include bike facilities, either on-road bike lanes or multi-use paths, sidewalks, and vehicle travel lanes.

The Figure 7 and Table 15 below show concept cross-sections for three- and four-lane facilities[9].

Clay County uses a functional classification system to guide the design, the speed limit, and the overall form of access, intersection designs, and other physical design attributes. The Table 15 below highlights FDOTs description of functional classification.

Figure 7: Roadway Specifications



Source: Clay County website

In 2017, FDOT created a complementary classification system that considers the land use form adjacent to the facility called Context Classification. The system uses the density and type of land use, intersection spacing, access management, and a variety of other attributes to assign a context classification to a roadway facility.

Both of these systems should be considered when a roadway is being upgraded or when a new roadway is being designed. The transportation function has to be viewed from both an adjacent access perspective and mobility perspective while incorporating the density and intensity of adjacent land use which will influence the length of trips and the types of modes that are used. Often the functional classification is consistent for long distances, while the context classification can vary along the length based on the localized needs of the adjacent land use form.

Table 15: FDOT Roadway Classifications

Roadway Classification	Role in the Transportation System
Principal Arterial	Serves a large percentage of travel between cities and other activity centers, especially when minimizing travel time and distance is important.
Minor Arterial	Provides service for trips to moderate length, serves geographic areas that are smaller than their higher arterial counterparts, and offers connectivity to the higher arterial system.
Collector	Collects traffic from local streets and connects them with arterials; more access to adjacent properties compared to arterials.
Local	Any road not defined as an arterial or a collector; primarily provides access to land with little or no through movement.

Source: FDOT

9 https://www.claycountygov.com/government/bonding-projects/road-designs#ad-image-1

The context classification can also be used to guide the width of sidewalks, type of bike lanes (standard, buffered, protected, or off-road), number and type of mid-block crossings, intersection design, requirements for freight or transit.

Most of the roadways evaluated in the Mobility Plan and Fee study fall within the following the five Context Classification types[10].

- C1-Natural Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
- C2-Rural Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
- C2T-Rural Town Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
- C3R-Suburban Residential Mostly residential uses within large blocks and a disconnected/ sparse roadway network.
- C3C-Suburban Commercial Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/ sparse roadway network.

The Clay County road standards in Article VIII incorporate the multimodal facilities for new and upgraded facilities. The County can start to develop a coordinated system to incorporate the context classification criteria to determine where the road standards could incorporate additional flexibility and guidance depending on the future land use adjacent to the facility.

Figure 8: FDOT Context Classification Hierarchy

Source: FDOT

10 Descriptions of the types are sourced from FDOT.

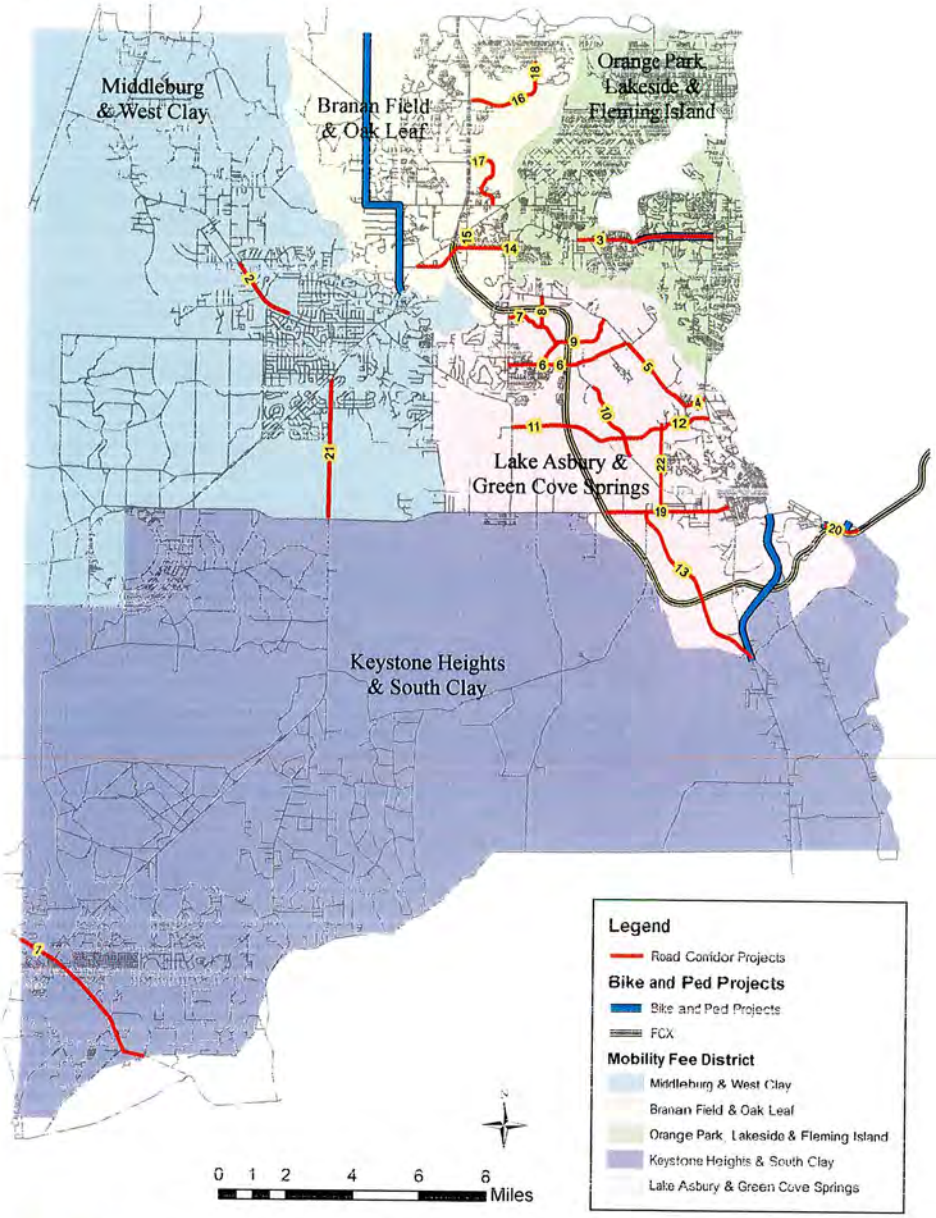
4.6 Mobility Fee Projects

Table 16 shows the mobility fee projects within Clay County. The road corridor projects are identified by project ID and shown in Figure 10. The specific active travel projects are in blue, with the Cecil to Old Jennings Road multi-use path in the Branan Field district, Fleming Island Highway 17 project paralleling the number 3 road corridor project, and two projects in the Lake Asbury district (Leonard C. Taylor Multi-use trail and CR 220 trail). Since no specific site or project has been identified, the mobility hubs and pedestrian and bike infrastructure set-aside are not shown in Figure 9.

Table 16: Mobility Fee Roadway Projects

ID#	Jurisdiction	Roadway	Segment	Project
1	State	S.R. 100	Putnam to Bradford	Widen to 4 lanes
2	County	C.R. 218	Blue Jay/Mallard Rd. to Cosmos Ave.	Widen to 4 lanes
3	County	C.R. 220	C.R. 224 (College Dr) to U.S. 17	Widen to 6 lanes
4	County	C.R. 209 (Russell Road)	C.R. 315B to U.S. 17	Widen to 4 lanes
5	County	C.R. 209 (Russell Road)	Sandridge Rd. to C.R. 315B	Widen to 3 lanes
6	County	C.R. 739B (Sandridge Road)	C.R. 739 to C.R. 209	Widen to 3 lanes
7	County	Verbena Parkway (4)	Henley Rd. to NS3	New 2 lane
8	County	NS 3	CR 209 to Sandridge	New 2 lane
9	County	EW 1	CR 209 to NS 3	New 2 lane
10	County	NS 1 (Feed Mill)	Sandridge to First Coast Connector	New 2 lane
11	County	C.R. 218 Extension	C.R. 218 to FCX	New 2 lanes
12	County	First Coast Connector	U.S. 17 to CR 315 & U.S. 17 to FCX	New 2 & 4 lanes
13	County	Green Cove Springs Bypass	U.S. 17 to S.R. 16	New 4 lanes
14	County	C.R. 220	S.R. 21 to Henley Rd.	Widen to 4 lanes
15	County	Baxley Road	C.R. 220 to S.R. 21	Widen to 4 lanes
16	County	Cheswick Oaks Avenue Extension	Savannah Glen Blvd. to Challenger Dr.	New 4 lanes
17	County	Branan Mill Road (aka Atlantis)	Old Jennings to Trail Ridge	New 2 lane
18	County	Cheswick Oaks Avenue Extension	Wilford Preserve to Challenger Dr.	New 2 lanes
19	State	S.R. 16	GCS to FCX	Widen to 4 lanes
20	State	S.R. 16	GCS to Shands Bridge	Widen to 4 lanes
21	State	S.R. 21	S.R. 16 to C.R. 215	Widen to 4 lanes
22	County	C.R. 315	S.R. 16 to C.R. 315B	Widen to 4 lanes

Figure 10: Mobility Fee Projects



Cost of Mobility Fee Projects

A total of $438,159,896 of new transportation capacity is expected to be needed to meet the mobility needs within Clay County by 2045. Four facilities were identified to serve a regional function in the Clay County roadway network. The cost of these facilities, as listed in Table 12, is distributed among the different districts based on the travel pattern associated with that particular district. Table 16 shows the percentage of travel associated with the land use in each of the districts. Figure 9 shows the location of these projects by ID#. Table 18 shows the breakdown of the cost by primary transportation modes by district.

Table 19 shows the percent of total fee for each district and capital item. Road corridors are expected to consume 92% of the total funds with Bike and Ped at 4.5% and Transit Mobility Hubs at 3.5%.

The Lake Asbury district has 61.8% of the total expenditures in the system, with Branan Field & Oak Leaf and Orange Park, Lakeside, & Fleming Island at 19.5% and 10.2%, respectively.

Table 17: District's Travel Proportion on Regional Facilities

ID #	Roadway	Segment	Project	Percentage of Travel Associated with the District				
				Middleburg & West Clay	Orange Park, Lakeside & Fleming Island	Lake Asbury & Green Cove Springs	Keystone Heights & South Clay	Branan Field & Oak Leaf
11	C.R. 218 Extension	C.R. 218 to FCX	New 2 lanes	14.4%	4.1%	71.2%	3.0%	7.3%
12	First Coast Connector	U.S. 17 to CR 315 & U.S. 17 to FCX	New 2 & 4 lanes	10.0%	1.1%	83.2%	4.1%	1.6%
19	S.R. 16	GCS to FCX	Widen to 4 lanes	4.5%	2.3%	86.7%	4.4%	2.0%
20	S.R. 16	GCS to Shands Bridge	Widen to 4 lanes	1.7%	9.2%	85.1%	2.5%	1.6%
21	S.R. 21	S.R. 16 to C.R. 215	Widen to 4 lanes	66.1%	5.2%	9.5%	11.6%	7.6%

Source: NERPM-AB_v2

Table 18: Mobility Fee Total Capacity Costs

Mobility Fee District	Project Type			Total Cost
	Road	Bike & Ped	Transit Mobility Hubs	
Middleburg & West Clay	$26,776,832	$3,000,000		$29,776,832
Orange Park, Lakeside & Fleming Island	$36,271,299	$3,497,195	$5,100,000	$44,868,494
Lake Asbury & Green Cove Springs	$261,251,617	$4,592,833	$5,100,000	$270,944,450
Keystone Heights & South Clay	$4,262,013	$3,000,000		$7,262,013
Branan Field & Oak Leaf	$74,606,673	$5,601,435	$5,100,000	$85,308,108
Total	**$403,168,433**	**$19,691,463**	**$15,300,000**	**$438,159,896**

Table 19: Proportional Share of Projects by District

Mobility Fee District	Project Type			Total Cost
	Road	Bike & Ped	Transit Mobility Hubs	
Middleburg & West Clay	6.1%	0.7%	0.0%	6.8%
Orange Park, Lakeside & Fleming Island	8.3%	0.8%	1.2%	10.2%
Lake Asbury & Green Cove Springs	59.6%	1.0%	1.2%	61.8%
Keystone Heights & South Clay	1.0%	0.7%	0.0%	1.7%
Branan Field & Oak Leaf	17.0%	1.3%	1.2%	19.5%
Total	**92.0%**	**4.5%**	**3.5%**	**100.0%**

5.0
Base Mobility Fees

The base mobility fee for a land use change is derived by accounting for the quantity of travel generated by the land use change (number of trips and the lengths of the trips) and the cost of providing the additional transportation capacity. The base fee is before any credits or other fee reductions are made.

The base mobility fee formula is shown below:

Base Mobility Fee =
PMT Generated by Land Use
Cost of Infrastructure per PMT

5.1 PMT Generated by Land Use

The fee is assessed on the quantity of travel, measured with PMT, that impacts the transportation systems considered in the mobility fee. This includes the multimodal transportation system owned by the County as well as the State highway system within Clay County. The First Coast Expressway is excluded from this analysis.

To estimate the quantity of PMT that impacts the transportation system the following factors are considered:

PMT Generated by Land Use =
[A] * [B] * [C] * [D] * [E] * [F]

[A] Vehicle Trip Rate
The daily trip rate per unit of development (residential units, beds, or square feet) as determined by the 10th Edition of ITE's Trip Generation. Some land uses included in the schedule in Section 8.0 have been adapted to fit County specific goals such as income sensitivity for housing or two land uses have been averaged together.

[B] Trip Length
The length of the person trip has been modeled by district and is applied to all land uses in the district. See Table 5.

[C] % New Trips
This factor is obtained through ITE's Trip Generation and accounts for the portion of trips which may enter and exit the project but were previously already on the network (i.e., pass-by trips). For example, residential uses generate 100% new trips while fuel stations may generate only 50% new trips.

[D] Double Counting Factor
The double counting factor accounts for the differences between PMT that remains internal to the County and PMT that has one end of the trip within the County. See Table 7 for the double counting factor.

[E] Toll Road Factor
This factor discounts the amount of PMT that is anticipated to utilize the future First Coast Expressway. The factor varies by district. Table 10 for the factor by district.

[F] VMT to PMT Factor
This factor (1.40) converts the estimated VMT from the land use change to PMT. See Section 3.0 for more information.

5.2 Cost of Infrastructure per PMT

The cost of infrastructure summarized in Section 4.0 is divided by the PMT growth forecast in each district. This approach provides a geographic sensitivity and variation between the amount of growth anticipated in each district and the corresponding amount of capacity to be provided.

In areas of fast growth and limited infrastructure today, such as Lake Asbury, there is a higher fee given the extensive amount of new capacity needed to serve the future users. In other areas, such as Keystone Heights and South Clay there is modest growth forecast with little additional capacity needed to meet the future mobility needs.

Table 20 shows the cost per PMT calculation.

Table 20: Cost per PMT

Mobility Fee District	Project Type			Total Cost	2045-2015 PMT Change	$ per PMT
	Road	Bike & Ped	Transit Mobility Hubs			
Middleburg & West Clay	$26,776,832	$3,000,000		$29,776,832	350,236	$85.02
Orange Park, Lakeside & Fleming Island	$36,271,299	$3,497,195	$5,100,000	$44,868,494	866,719	$51.77
Lake Asbury & Green Cove Springs	$261,251,617	$4,592,833	$5,100,000	$270,944,450	1,354,732	$200.00
Keystone Heights & South Clay	$4,262,013	$3,000,000		$7,262,013	200,804	$36.16
Branan Field & Oak Leaf	$74,606,673	$5,601,435	$5,100,000	$85,308,108	549,961	$155.12
Total	**$403,168,433**	**$19,691,463**	**$15,300,000**	**$438,159,896**	**3,322,452**	**$131.88**

5.3 Base Mobility Fee

The base mobility fee per land use type is shown below for two sample land uses: Single Family Detached (LUC 210) and a 10,000 square foot general office building. The base mobility fee is the multiplication of the factors and the cost per PMT. The mobility fee for the 10,000 square foot building is calculated by determining the base mobility fee per 1,000 square feet and then multiplying this by 10 (A*B*C*D*E*F*PMT Fee * 10).

Table 21: Base Mobility Fee for Single Family Detached House (LUC 210) >1,500 Square Feet

Mobility Fee District	Trip Rate [A]	Trip Length [B]	New Trips [C]	Toll Rd Factor [E]	Double Counting [D]	PMT Factor [F]	PMT Fee	Base Mobility Fee
Middleburg & West Clay	7.81	7.90	100%	0.85	0.59	1.40	$85.02	$3,683
Orange Park, Lakeside & Fleming Island	7.81	5.02	100%	0.93	0.61	1.40	$51.77	$1,612
Lake Asbury & Green Cove Springs	7.81	7.64	100%	0.71	0.60	1.40	$200.00	$7,117
Keystone Heights & South Clay	7.81	7.28	100%	0.90	0.61	1.40	$36.16	$1,580
Branan Field & Oak Leaf	7.81	5.56	100%	0.80	0.65	1.40	$155.12	$4,904

Table 22: Base Mobility Fee for 10,000 Sq. Ft. General Office Building (LUC 710)

Mobility Fee District	Trip Rate [A]	Trip Length [B]	New Trips [C]	Toll Rd Factor [E]	Double Counting [D]	PMT Factor [F]	PMT Fee	Base Mobility Fee
Middleburg & West Clay	9.74	7.90	100%	0.85	0.50	1.40	$85.02	$38,925
Orange Park, Lakeside & Fleming Island	9.74	5.02	100%	0.93	0.50	1.40	$51.77	$16,479
Lake Asbury & Green Cove Springs	9.74	7.64	100%	0.71	0.50	1.40	$200.00	$73,967
Keystone Heights & South Clay	9.74	7.28	100%	0.90	0.50	1.40	$36.16	$16,153
Branan Field & Oak Leaf	9.74	5.56	100%	0.80	0.50	1.40	$155.12	$47,042

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6.0 Credits

Mobility fee credits are developed to mitigate and offset the chance that a land use development would contribute twice to the same capacity being funded through the payment of a mobility fee.

The landowners or applicants of a land use change that is subject to a mobility fee contribute other funds through fuel taxes and other taxes as well as direct contributions, either monetary or in kind. Credits address these contributions and reduce the mobility fee liability associated with any land use change accordingly.

The following types of credits are applicable for Clay County:

- Developer Contribution Credits
- Revenue Credits

6.1 Developer Contribution Credits

Mobility fee credits for contributions made by those either donating land or constructing improvements identified in this mobility plan and included in setting the mobility fee. The credit is limited by the lesser of either the value of the mobility fee liability or the cost of the mobility fee improvement, as identified in this study.

6.2 Revenue Credits

Revenue credits account for revenues obtained from both the mobility fee and other revenues that the County will use to complete the mobility fee projects. The expected base mobility fee will generate $314 million by 2045. The cost of the mobility project list is $437 million.

The shortfall in funding is associated with the portion of new capacity that is due to external-to-external traffic that is unrelated to land use in the County and the use of a 50% double counting factor for non-residential PMT in the County. These result in a funding gap of over $123 million by 2045. The table below shows the cumulative funding gap and the annual revenue, expenditure, and funding gap.

Table 23: Mobility Fee Funding Gap

	Total	Annual
Base Mobility Fee Revenue (with 50% double counting)	$314,391,690.42	$12,575,667.62
Cost of Projects	437,859,896	$17,514,395.85
Funding Gap	($123,468,205.75)	($4,938,728.23)

The two revenue sources best suited to make up the funding gap are the 2nd Local Option Fuel Tax (2nd LOFT) and the Local Government Infrastructure Surtax. The 2nd LOFT is a 5 cent tax per gallon that was recently ennacted on 1 January 2018. The Surtax was recently extended and is a 1% general sales tax for the purposes of funding and financing infrastructure.
The two funding sources are general taxes levied across the County with residents, employees, visitors, etc. all contributing to the generation of these revenues. New development will likely generate revenues from these two sources in addition to existing residents and guests. As on-going revenue streams, it is also important to note that a new development that occurs earlier will pay these taxes for all future years through 2045 years. While new development that happens later will have fewer years to contribute to these revenue streams. This is addressed by discounting the future steam of revenues to current dollars.

2nd Local Option Fuel Tax

This is a County tax levied on the gallons of fuel sold within Clay County at a rate of $0.05 per gallon. As of FY2019 82.96% or $0.04148 per gallon was distributed to the County with the remainder distributed to the municipalities. The current distribution is expected to be $3,110,500.[11]

It is expected that the full distribution of the 2nd LOFT will be used to fund the mobility fee funding gap (discussed above).

Funding Gap	= ($4,938,728)
2nd LOFT	= $3,110,500
Remaining Gap	= ($1,828,228)

Since the full distribution will be used to fund the mobility fee projects, a credit is due for any development that pays a mobility fee and would likely contribute to the 2nd LOFT.

A credit is necessary to offset the amount of 2nd LOFT the new development will generate over the life of the study (between the point when the land use is developed and 2045). Therefore, the future stream of 2nd LOFT payments are credited against the mobility fee. A new development in 2021 will be credited for all future years 2021 through 2045. A new development in 2030 will be credited for future 2nd LOFT payments between 2030 and 2045.

The methodology attempts to forecast the total amount of 2nd Local Option Fuel Tax that will be generated by a land use change that generates additional PMT within Clay County. Only the VMT portion of the PMT will generate fuel taxes (walk, biking, and transit trips will not generate fuel taxes for the County).

The quantity of fuel taxes generated by the land use by 2045 is calculated by estimating the annual VMT and converting that VMT into gallons. The stream of fuel taxes for the future years are accounted for by using the net present value (PV) multiplier of the future revenues.

The net present value of all future 2nd LOFT is credited from the base mobility fee.

The estimated fuel tax is:

- Annual VMT = Daily PMT per development unit * 365
  - (conservative since most land uses doesn't generate the same VMT every day of the year)
- Annual gallons = Annual VMT / Avg. Fuel efficiency (18.73 mpg. See Appendix C)
- Annual fuel tax = Dollars per gallon ($0.04148) * annual gallons
- Present Value multiplier of future tax payments (using 3% discount rate) = see Table 23
- 2nd LOFT Credit per development unit = Annual fuel tax * Present Value multiplier

11 See the 2019 Local Government Financial Information Handbook

Table 24: Future Value of Fuel Tax Revenues

Built in	Year of 2nd LOFT	Present Value Multiplier
2020	25	$17.41
2021	24	$16.94
2022	23	$16.44
2023	22	$15.94
2024	21	$15.42
2025	20	$14.88
2026	19	$14.32
2027	18	$13.75
2028	17	$13.17
2029	16	$12.56
2030	15	$11.94
2031	14	$11.30
2032	13	$10.63
2033	12	$9.95
2034	11	$9.25
2035	10	$8.53
2036	9	$7.79
2037	8	$7.02
2038	7	$6.23
2039	6	$5.42
2040	5	$4.58
2041	4	$3.72
2042	3	$2.83
2043	2	$1.91
2044	1	$0.97
2045	0	$0.00

Methodology using a single family detached (210) in Lake Asbury district constructed in 2021:

Annual VMT = Daily VMT * 365
= (trip rate* trip length* double counting factor) * 365
= (7.81*7.64*0.60) * 365
= 35.80 * 365 = 13,067.4

Number of gallons per year = Annual VMT / Avg. Fuel Efficiency
= Annual VMT / (avg. fuel efficiency derivation is shown in Appendix C)
= 13,067.4 miles / 18.73 miles per gallon
= 697.67 gallons per year

2nd LOFT per year = County fuel tax rate * Number of gallons per year
= 0.04148 * 697.67
= $28.94 dollars per year

Total present value of future streams = 2nd LOFT per year * PV multiplier
= 28.94 dollars in year 1 * 16.936 PV multiplier
= $490.13 NPV of future tax revenue

This methodology is applied to each land use in the fee schedule and for each district for each year. The 2nd LOFT credit is applied to the base mobility fee for each land use in each district.

Infrastructure Sales Surtax

This is a County tax of 1% levied on all retail sales within the County. Residents and non-residents alike contribute to these retail sales and the related tax revenues collected. The tax is authorized to continue through year 2039, however, it is unknown whether it will be extended to cover the full period of this mobility plan through year 2045. To be conservative, this plan anticipates that the sales surtax will remain in place for all years of the mobility plan.

As of FY2019 $24,099,860 revenue is distributed to the County via the 1% surtax[11].

The annual funding gap after applying the revenues from the 2nd LOFT is expected to be no more than ($1,828,228).[12] Thus, less than 8% of the current distribution is expected to be needed to cover the funding gap of the mobility fee projects.

To relate the amount of sales tax distributed to Clay County to the magnitude of travel changes associated with land use development in the County this methodology uses a factor of sales tax revenue per Clay County daily PMT. Since this revenue is on most items of consumption, we can relate what the average distribution is per PMT in the County today and see how the required surtax contribution changes as daily PMT increases through to 2045.

The existing amount of daily PMT within the County (excluding any EE PMT) is 2,551,215. It is expected that the County will realize 2,547,463 new daily PMT added by 2045. Annually, this adds 101,899 new daily PMT to the county.

Table 25: Infrastructure Sales Surtax Credit

Year	Funding Gap	Daily PMT	Funding Gap per PMT	NPV of the future surtax
2020	$1,828,728	2,551,215.00	$0.72	$9.33
2021	$1,828,728	2,653,113.52	$0.69	$8.89
2022	$1,828,728	2,755,012.04	$0.66	$8.47
2023	$1,828,728	2,856,910.56	$0.64	$8.06
2024	$1,828,728	2,958,809.08	$0.62	$7.66
2025	$1,828,728	3,060,707.60	$0.60	$7.27
2026	$1,828,728	3,162,606.12	$0.58	$6.89
2027	$1,828,728	3,264,504.64	$0.56	$6.52
2028	$1,828,728	3,366,403.16	$0.54	$6.16
2029	$1,828,728	3,468,301.68	$0.53	$5.80
2030	$1,828,728	3,570,200.20	$0.51	$5.44
2031	$1,828,728	3,672,098.72	$0.50	$5.09
2032	$1,828,728	3,773,997.24	$0.48	$4.75
2033	$1,828,728	3,875,895.76	$0.47	$4.41
2034	$1,828,728	3,977,794.28	$0.46	$4.07
2035	$1,828,728	4,079,692.80	$0.45	$3.73
2036	$1,828,728	4,181,591.32	$0.44	$3.39
2037	$1,828,728	4,283,489.84	$0.43	$3.06
2038	$1,828,728	4,385,388.36	$0.42	$2.72
2039	$1,828,728	4,487,286.88	$0.41	$2.39
2040	$1,828,728	4,589,185.40	$0.40	$2.05
2041	$1,828,728	4,691,083.92	$0.39	$1.71
2042	$1,828,728	4,792,982.44	$0.38	$1.38
2043	$1,828,728	4,894,880.96	$0.37	$1.04
2044	$1,828,728	4,996,779.48	$0.37	$0.69
2045	$1,828,728	5,098,678.00	$0.36	$0.35

12. If the 2nd LOFT continues to grow in distribution it will reduce the funding needed from the Infrastructure Surtax. The credits and portion of surtax needed to fund the mobility fee projects should be revised periodically.

As a proxy for overall commercial activity generating sales taxes, new daily PMT forecasts higher population, new employment and economic activity. The increases in daily PMT will increase the overall surtax distribution while the funding gap of the mobility fee projects is expected to remain steady, if not decreasing (due to increases in the 2nd LOFT distribution). Therefore, the surtax being generated by any one development that is being used to fund mobility fee projects decreases over time (the funding gap per PMT goes down over time).

As land use development is built, the new development continues to generate surtax that is used to fund the mobility fee projects. The full future stream of payments is offset from the one-time mobility fee based on when the new development is operational. For example, a home developed in 2030 will only contribute surtax from 2030 to 2045, and therefore a lower credit is appropriate compared to a home built in 2021 who will contribute a portion of surtax dollars until the projects are fully paid for in 2045.

Surtax credit is the net present value of the future stream of funding gap portion of surtax generated by the development.

The surtax credit is determined by using the net present value of future streams for the year that the development is constructed and multiplying that credit value by the amount of daily PMT expected to be generated by the new development.

This methodology is applied to each land use in the fee schedule and for each district. The sales tax surtax credit is applied to the base mobility fee for each land use in each district.

Methodology example for a single-family house in Lake Asbury in 2021:

Eligible PMT for Land Use = trip rate * trip length * double counting factor * toll road factor * PMT factor
= 7.81 * 7.64 * 0.71 * 0.60 * 1.40
= 35.59

Infrastructure sales surtax credit = eligible PMT * sales surtax credit (table 24)
= 35.59 * $8.89
= $316.36

6.3 County Fuel Tax Sources

There are five county fuel taxes which are collected to fund the transportation system in the County. Each tax source has a defined purpose and rate as well as amount that is distributed to the County and municipalities. The Florida Legislature's Office of Economic and Demographic Research produces the Local Government Financial Information Handbook[11] which details the estimated local government revenues for the upcoming fiscal year. The 2019 book presents the projected fuel tax distributions to Clay County for the current fiscal year.

Table 25 shows the fuel tax, the primary purpose, the rate per gallon, County distribution amount and the weighted average County distribution per penny. The weighting procedure takes into account the differing amount of revenues generated for the various types of fuel taxes. It is estimated that approximately $757 thousand of annual revenue will be generated for the County from one penny of gas tax in Clay County. This amount excludes the portion distributed to the municipalities.

Constitutional Fuel Tax (2¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county. Collected in accordance with Article XII, Section 9 (c) of the Florida Constitution.
- The State allocated 80 percent of this tax to Counties after first withholding amounts pledged for debt service on bonds issued pursuant to provisions of the State Constitution for road and bridge purposes.
- The 20 percent surplus can be used to support the road construction program within the County.
- Counties are not required to share the proceeds of this tax with their municipalities.
- Clay County currently dedicates these revenues to operations & maintenance.

9th Cent Fuel Tax (1¢/gallon)

- This is the first tax of 1 cent on every net gallon of motor and diesel fuel sold within a county. Collected in accordance with Sections 206.41(1)(d)-(e), 206.87(1)(b)-(c), 336.021, and 336.025, Florida Statutes.
- Proceeds may be used to fund transportation expenditures.
- To accommodate statewide equalization, this tax is automatically levied on diesel fuel in every county, regardless of whether a county is levying the tax on motor fuel at all.
- Counties are not required to share the proceeds of this tax with their municipalities.
- Clay County currently dedicates these revenues to operations & maintenance.

1st Local Option Tax (up to 6¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county. Collected in accordance with Sections 206.41(1)(d)-(e), 206.87(1)(b)-(c), 336.021, and 336.025, Florida Statutes.
- Proceeds may be used to fund transportation expenditures.
- To accommodate statewide equalization, all six cents are automatically levied on diesel fuel in every county, regardless of whether a county is levying the tax on motor fuel at all or at the maximum rate.
- Proceeds are distributed to a county and its municipalities according to a mutually agreed upon distribution ratio, or by using a formula contained in the Florida Statutes.
- Clay County currently dedicates these revenues to operations & maintenance.

2nd Local Option Tax (up to 5¢/gallon)

- Tax applies to every net gallon of motor and diesel fuel sold within a county. Collected in accordance with Sections 206.41(1)(d)-(e), 206.87(1)(b)-(c), 336.021, and 336.025, Florida Statutes.
- Proceeds may be used to fund transportation expenditures needed to meet requirements of the capital improvements element of an adopted Local Government Comprehensive Plan.
- Proceeds are distributed to a county and its municipalities according to a mutually agreed upon distribution scheme, or by using a formula contained in the Florida Statutes.
- Clay County adopted this tax in August 2016 and went into effect January 1, 2018. Proceeds are used for roadway capacity expansion as well as operations and maintenance.

Table 26: Fuel Tax Revenue Source

Fuel Tax Revenues	Transportation Purpose	Per Gallon Tax Rate	County Distribution	Average Distribution per Penny
Constitutional Fuel Tax	Operations & Maintenance	$0.02	$2,080,436	$1,040,218.00
County Fuel Tax	Operations & Maintenance	$0.01	$915,236	$915,236.00
9th Cent Fuel Tax	Operations & Maintenance	$0.01	$900,925	$900,925.00
1st Local Option Fuel Tax	Operations & Maintenance	$0.06	$4,350,255	$725,042.50
2nd Local Option Fuel Tax	New Capacity	$0.05	$3,110,500	$622,100.00
Total		**$0.15**	**$11,357,352.00**	**$757,156.80**

Source: Local Government Financial Information Handbook, Nov. 2019

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7.0
Net Mobility Fees

The net mobility fees are set by land use type and by district that the land use occurs in. The net mobility fees subtract the credits calculated in Section 6.0 from the base mobility fee calculated in Section 5.0 .

The net mobility fee formula is shown below:

Net Mobility Fee =
Base Mobility Fee
– Credits

Table 27 shows the net mobility fee by land use and district.

Table 27: Net Mobility Fee by Land Use and District (2021)

Category	Land Use Code	Middleburg & West Clay	Orange Park, Lakeside & Fleming Island	Lake Asbury, Green Cove Springs	Keystone Heights & South Clay	Branan Field & Oak Leaf
Single Family (less than 1,500 sqft) & Very Low Income	210.1	$986	$355	$2,222	$252	$1,492
Single Family (less than 1,500 sqft) & Low Income	210.2	$1,480	$533	$3,337	$379	$2,240
Single Family (less than 1,500 sqft)	210.3	$2,233	$804	$5,034	$572	$3,379
Single Family (1,500 sqft to 2,499 sqft)	210	$2,800	$1,008	$6,311	$717	$4,236
Single Family (> 2,499 sqft)	210.4	$3,162	$1,138	$7,127	$810	$4,784
Multiple Family (low rise)	220	$2,624	$945	$5,915	$672	$3,970
Multiple Family (mid rise)	221	$1,950	$702	$4,396	$499	$2,951

Table 27: Net Mobility Fee by Land Use and District (2021) - Continued

Category	Land Use Code	Middleburg & West Clay	Orange Park, Lakeside & Fleming Island	Lake Asbury, Green Cove Springs	Keystone Heights & South Clay	Branan Field & Oak Leaf
Mobile Home	240	$1,792	$645	$4,040	$459	$2,712
Continuing Care Retirement Community	253	$724	$261	$1,632	$185	$1,096
Recreational Home/Vehicle	260	$1,244	$448	$2,804	$319	$1,882
Hotel	310	$2,540	$884	$5,629	$629	$3,488
Motel	320	$1,018	$354	$2,256	$252	$1,398
Warehouse	150	$529	$184	$1,172	$131	$726
Mini-Warehouse	151	$459	$160	$1,017	$114	$630
Manufacturing	140	$1,194	$416	$2,646	$296	$1,640
Marina	420	$732	$255	$1,623	$181	$1,006
Carwash	947	$11,483	$3,998	$25,453	$2,844	$15,772
Nursery (Garden Center)	817	$15,308	$5,330	$33,934	$3,792	$21,027
Nursery (Wholesale)	818	$8,767	$3,053	$19,433	$2,171	$12,042
Hardware Store	816	$2,055	$715	$4,554	$509	$2,822
Retail Shopping Center	820	$7,569	$2,635	$16,777	$1,875	$10,396
Discount Club	857	$10,539	$3,670	$23,362	$2,610	$14,476
Electronics Superstore	863	$8,230	$2,866	$18,243	$2,038	$11,304
Pharmacy/Drugstore	880	$12,861	$4,478	$28,509	$3,186	$17,665
Tire Superstore	849	$4,455	$1,551	$9,876	$1,104	$6,119
Furniture Store	890	$1,914	$666	$4,242	$474	$2,629
General Office Building	710	$2,959	$1,030	$6,559	$733	$4,064
Research & Development Center	760	$3,421	$1,191	$7,582	$847	$4,698
University / College / Jr College	550	$412	$143	$912	$102	$565
Private School, K-12	536	$1,075	$374	$2,384	$266	$1,477
Hospital	610	$3,256	$1,134	$7,218	$807	$4,473
Nursing Home	620	$2,017	$702	$4,471	$500	$2,771
Place of Worship	560	$2,111	$735	$4,680	$523	$2,900

8.0
Mobility Fee Schedule and Application

The Clay County mobility fee is assessed on land uses given the trip rates as determined by the ITE Trip Generation and other characteristics developed within this study, such as trip length, quantity of travel on eligible facilities, and the cost per PMT. Aside from the daily generation of trips most other behavior characteristics do vary by district. Therefore, there is a district specific table for each of the land uses of interest to the County to assess the fee upon. Appendix A includes the mobility fee schedule.

8.1 Inter-Jurisdictional Fee Issues

The travel demand modeling and assessment of the future conditions include an analysis of the entire North Florida TPO region. By modeling for the entire region, the effects and changes of the land use developments within Clay County are included, as well as how growth in other counties which affect travel and network performance within Clay County. Through this inter-regional modeling there is confidence in the degree to which land use changes in Clay County affect the transportation system by accounting for the number of trips remaining in the County and those that start or end outside of the County. It also identifies the portion of roadway users traveling through the County but do not have a destination within it.

The use of the travel model also allows for the municipalities to be excluded from any of the forecasted VMT and PMT changes used to calculate the fees. Although it is likely that travel demand associated with land use development within the municipalities will impact Clay County roadways, there is a jurisdictional divide in the analysis that treats a municipality as an external jurisdiction. The opposite relationship is true as well, with travel associated with land use development within the County likely to travel on facilities owned and maintained by a municipality.

This jurisdictional divide allows any municipality to develop mobility fee (or impact fees) of their own and apply them to the transportation demand associated with land use changes within the municipality.

The fee does not consider inter-jurisdictional revenue sharing or what the degree of sharing looks like. However, this could be done in the future using data from the travel model if a municipality and the County would like to pursue this option.

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9.0
Legal Application of Mobility Fees

9.1 Overview

Florida has been a legal pioneer in the development and application of impact fees since the 1980's. Driven primarily through case law the tools and methods were developed by precedence. In 2006 the Florida Legislature adopted the "Impact Fee Act" that codified many of these concepts. One of these was the determination that impact fees must comply with a "dual rational nexus" test that requires:

- 1st (Need): A reasonable connection between the anticipated need for transportation system improvements and the growth generated by new development.
- 2nd (Benefit): A reasonable connection between the expenditure of fees collected and the benefit to the development.

Other guiding principles established over time that should be considered when designing any impact fee (or mobility fee) include:

- Impact fees should not exceed the cost of the planning and delivering the specific necessary facilities.
- Fees should be proportional to the demand generated by the development.
- New development should not be required to pay for a higher level of service than what existing users experience.
- New development should not have to pay twice for the same capacity through impact fees and through other taxes or fees.

9.2 Legal History

Legislation passed in 1985 required all governments in Florida to develop and adopt Comprehensive Plans to guide future land use and infrastructure development. The language included a provision requiring that adequate facilities must be provided "concurrent" with new growth and development. As a tool of 'police power', concurrency was adopted as a measure to maintain the standards of service for existing users as new users were added to the system. During the 1990's and 2000's there were numerous issues raised with concurrency – namely greenfield development and 'sprawl' as a result of using available capacity. The costs of widening, both in terms of dollars and social impacts, became obvious in many urbanized areas.

HB 227 passed in 2009 amended the F.S. 163.31801 to include "the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government."

SB 360 passed 2009 amended F.S. 163.31801 to remove the necessary 90 days before an effective date when fees are to decrease, be suspended, or be eliminated. SB 360, also known as the Florida Community Renewal Act, instructed the Florida Departments of Community Affairs and Transportation to evaluate and consider the implementation of a mobility fee system to replace the existing concurrency system.

HB 7207 passed 2011 adopting the "Community Planning Act" that abolished transportation concurrency, eliminating the Department of Community Affairs, and placed restrictions on local governments ability to implement transportation concurrency.

HB 319 passed 2013 introduced changes to F.S. 163.3180 - Concurrency that encouraged local governments to adopt alternative mobility systems, such as mobility fees, and included the six tools and techniques for developing an alternative mobility system. Under HB 319 a mobility fee system must also comply with F.S. 163.31801 governing impact fees.

HB 207 passed in 2019 amended the 163.31801 "Impact Fee Act" to clarify language on the timing of the collection of fees, requirements on administrative costs, and added text specifying how bonded projects or previously approved projects must be reasonably connected to or have a rational nexus with the increased impact generated by new development.

HB 7103 passed in 2019 amended the 163.31801 "Impact Fee Act" to specify how credits will be carried forward and value match the full benefit of the intensity or density of the credit when it was first established. The bill also specified that if the local government offers and exception or waiver for affordable housing, it is not required to use any revenues to offset the impact.

Key Principles

Mobility Fee

A one time transportation system charge on new development that allows local governments to assess the proportionate cost of transportation improvements needed to serve the demand generated by development projects.

Mobility Fee vs. Tax

- A mobility fee is a regulatory tool available to local governments to protect the public's experience and use of infrastructure in the face of additional users and burden posed by new development.
- Mobility fees have a designated source of funding to address a specific set of needs, whereas taxes have broad discretion on their application once they are collected.
- Mobility fees must have a rational nexus between the cost levied and the impact caused by the new development. Additionally, the benefits of the infrastructure must convey a proportional benefit to the new development.

9.3 Legal Compliance

The Florida Impact Fee Act F.S. 163.31801 and its complementary statute on concurrency, 163.3180 provide the primary legal guidance regarding the design and requirements of the mobility fee. Specifically:

- Clay County has developed an ordinance to adopt the mobility fee. The ordinance governs the collection, accounting, credits, and the expenditure of funds.
- The mobility fee system complies with the dual rational nexus test by:
  - The need for the additional transportation capacity is documented by previous studies and evaluation which the County has conducted over the past decade. In the absence of additional capacity, the anticipated land use and development would cause increased burden and deteriorate the standard of service for existing users. The County is investing in building a more diverse and dense land use base which supports active travel as well as providing a socially important public transit system.
  - The benefit of the transportation capacity improvements accrue to those paying for the projects by focusing the fee generation and the infrastructure projects by district. The proximity between those paying and those benefiting is strengthened by a district structure which balances that some projects are regional in nature while some are more local in nature with a more focused user base. Interconnecting and supporting multimodal capacity within the transportation system provides systemwide benefits when any one project is constructed – allowing those to shift to the route or mode most convenient for them, which provides additional capacity on the other existing facility.
  - The mobility system is based on the most recent and localized data. The current regional travel model used in the North Florida region was used to analyze the effects of land use development on the transportation system. The land use data anticipated within the Comprehensive Plan has been incorporated into the regional travel model. Trip lengths have been obtained through the use of the travel model which were informed by locally collected data using a statistically significant household travel survey.
  - The projects to be funded through the mobility plan have been identified as necessary capacity to manage and facilitate safe and efficient mobility for the Clay County residents, employees, and visitors. The travel model and the district wide service standards validate that the projects will partially mitigate the impacts that new development will place on the transportation system.
  - Credits have been designed to offset the chance for new development to contribute twice to the same transportation capacity funded by different revenue sources. Specifically, the future stream of the 2nd Local Option Fuel Tax and the Infrastructure Sales Surtax payments have been credited against the present value base mobility fee.

Mobility plans and the related fee structure that underpins it is compliant with Florida Statute 163.3180 Section (5)(i). The mobility plan considers the following tools and techniques for complying with Section (5)(f). Specifically:

- The future land use element and mobility plan support greater density and intensity of land use. The districts within this plan provide variation in trip lengths that reflect the future land use characteristics of the area. The mobility plan can continue to adapt the trip length, the share of multimodal trips, and the suite of projects to support these long-term strategies.
- Adoption of an area wide level of service not dependent on any single road segment function. The evaluation of a district by district service standard reflects the demands and capacity of a district acknowledging that as route choice and travel options increase, greater system utilization can occur, reducing the effect of one road accommodating all the demand. The mobility plan identifies the existing base VC ratio by district which can be compared over time. Using the VC ratio accounts and considers the extent to which the land use and the network facilities multimodal trip making since areas with low multimodal trip making results in higher motorized demand (i.e., higher vehicle volumes) while those areas with greater multimodal trip making can lower overall vehicle volumes.
- Clay County has historically discounted the fee for non-residential land uses, especially those which are associated with job creation. The revenues used for these discounts occur after a net fee has been calculated and do not increase the mobility fee for others and therefore is not explicitly accounted for in the mobility plan.
- Mobility fees vary by district to reflect the characteristics of land use density and intensity. Those districts with a greater number of origins and destinations (generators and attractors) often have shorter trip lengths. They also have a higher PMT to VMT ratio and greater walking and biking mode share justifying multimodal transportation capacity.
- Sensitivity to the income characteristics and the size of the single family dwelling units is included by comparing average incomes and the size of homes in Clay County with national averages. Reduced trip generation rates are observed for households with lower income and smaller square footages.

Appendix A
Fee Schedule

Land Use Category	Development Unit	ITE Land Use Code	Existing 2017 Net Road Impact Fee	Mobility Fee - PMT Basis (using the 50% double counting factor for non-residential)							
				Middleburg & West Clay				Orange Park, Lakeside & Fleming Island			
				Base Fee per Development Unit	2nd LOFT Credit	Infrastructure Surtax Credit	Net Fee per Development Unit	Base Fee per Development Unit	2nd LOFT Credit	Infrastructure Surtax Credit	Net Fee per Development Unit
Single Family (less than 1,500 sqft) & Very Low Income	dwelling	210.1	$2,014	$1,297	$(175)	$(136)	$986	$568	$(115)	$(97)	$355
Single Family (less than 1,500 sqft) & Low Income	dwelling	210.2	$3,026	$1,948	$(264)	$(204)	$1,480	$858	$(173)	$(146)	$533
Single Family (less than 1,500 sqft)	dwelling	210.3	$4,577	$2,938	$(398)	$(307)	$2,233	$1,294	$(261)	$(221)	$804
Single Family (1,500 sqft to 2,499 sqft)	dwelling	210	$5,735	$3,683	$(498)	$(385)	$2,800	$1,622	$(327)	$(277)	$1,008
Single Family (> 2,499 sqft)	dwelling	210.4	$6,478	$4,159	$(563)	$(435)	$3,162	$1,832	$(370)	$(313)	$1,138
Multi Family (apartment)	dwelling	220	$3,722	$3,452	$(467)	$(361)	$2,624	$1,520	$(307)	$(259)	$945
Multi Family (Mid-Rise)	dwelling	221	N/A	$2,565	$(347)	$(268)	$1,950	$1,130	$(228)	$(193)	$702
Mobile Home	dwelling	240	$2,117	$2,358	$(319)	$(247)	$1,792	$1,038	$(210)	$(177)	$645
Continuing Care Retirement Community	dwelling	253	$550	$953	$(129)	$(100)	$724	$420	$(85)	$(72)	$261
Recreational Home/Vehicle	dwelling	260	$2,317	$1,636	$(221)	$(171)	$1,244	$721	$(145)	$(123)	$448
Hotel	rooms	310	$2,881	$3,341	$(452)	$(349)	$2,540	$1,418	$(287)	$(243)	$884
Motel	rooms	320	$2,073	$1,339	$(181)	$(140)	$1,018	$568	$(115)	$(97)	$354
Warehouse	ksq ft of GFA	150	$1,865	$695	$(94)	$(73)	$529	$295	$(60)	$(51)	$184
Mini-Warehouse	ksq ft of GFA	151	$648	$603	$(82)	$(63)	$459	$256	$(52)	$(44)	$160

Land Use Category	Development Unit	ITE Land Use Code	Existing 2017 Net Road Impact Fee	Mobility Fee - PMT Basis (using the 50% double counting factor for non-residential)							
				Middleburg & West Clay				Orange Park, Lakeside & Fleming Island			
				Base Fee per Development Unit	2nd LOFT Credit	Infrastructure Surtax Credit	Net Fee per Development Unit	Base Fee per Development Unit	2nd LOFT Credit	Infrastructure Surtax Credit	Net Fee per Development Unit
Manufacturing	ksq ft of GFA	140	$2,001	$1,571	$(213)	$(164)	$1,194	$667	$(135)	$(114)	$416
Marina	berth	420	$1,962	$963	$(130)	$(101)	$732	$409	$(83)	$(70)	$255
Carwash	wash stall	947	$7,091	$15,106	$(2,044)	$(1,580)	$11,483	$6,413	$(1,299)	$(1,098)	$3,998
Nursery (Garden Center)	ksq ft of GFA	817	$7,731	$20,139	$(2,725)	$(2,106)	$15,308	$8,550	$(1,732)	$(1,464)	$5,330
Nursery (Wholesale)	ksq ft of GFA	818	$4,430	$11,534	$(1,561)	$(1,206)	$8,767	$4,896	$(992)	$(838)	$3,053
Hardware Store	ksq ft of GFA	816	$5,813	$2,703	$(366)	$(283)	$2,055	$1,148	$(232)	$(197)	$715
Retail Shopping Center	ksq ft of GFA	820	$8,672	$9,957	$(1,347)	$(1,041)	$7,569	$4,227	$(856)	$(724)	$2,635
Discount Club	ksq ft of GFA	857	$7,334	$13,865	$(1,876)	$(1,450)	$10,539	$5,886	$(1,192)	$(1,008)	$3,670
Electronics Superstore	ksq ft of GFA	863	$5,109	$10,827	$(1,465)	$(1,132)	$8,230	$4,597	$(931)	$(787)	$2,866
Pharmacy/ Drugstore	ksq ft of GFA	880	$6,934	$16,920	$(2,289)	$(1,769)	$12,861	$7,183	$(1,455)	$(1,230)	$4,478
Tire Superstore	ksq ft of GFA	849	$7,131	$5,861	$(793)	$(613)	$4,455	$2,488	$(504)	$(426)	$1,551
Furniture Store	ksq ft of GFA	890	$1,839	$2,518	$(341)	$(263)	$1,914	$1,069	$(216)	$(183)	$666
General Office Building	ksq ft of GFA	710	$4,479	$3,892	$(527)	$(407)	$2,959	$1,653	$(335)	$(283)	$1,030
Research & Development Center	ksq ft of GFA	760	$4,296	$4,500	$(609)	$(471)	$3,421	$1,910	$(387)	$(327)	$1,191
University / College / Jr College	students	550	$987	$542	$(73)	$(57)	$412	$230	$(47)	$(39)	$143
Private School, K-12	ksq ft of GFA	536	$5,506	$1,415	$(191)	$(148)	$1,075	$601	$(122)	$(103)	$374
Hospital	ksq ft of GFA	610	$7,471	$4,284	$(580)	$(448)	$3,256	$1,819	$(368)	$(311)	$1,134
Nursing Home	ksq ft of GFA	620	$1,910	$2,654	$(359)	$(277)	$2,017	$1,127	$(228)	$(193)	$702
Place of Worship	ksq ft of GFA	560	$3,529	$2,777	$(376)	$(290)	$2,111	$1,179	$(239)	$(202)	$735

Land Use Category	Development Unit	ITE Land Use Code	Existing 2017 Net Road Impact Fee	Mobility Fee - PMT Basis (using the 50% double counting factor for non-residential)							
				Lake Asbury & Green Cove Springs				Keystone Heights & South Clay			
				Base Fee per Development Unit	2nd LOFT Credit	Infrastructure Surtax Credit	Net Fee per Development Unit	Base Fee per Development Unit	2nd LOFT Credit	Infrastructure Surtax Credit	Net Fee per Development Unit
Single Family (less than 1,500 sqft) & Very Low Income	dwelling	210.1	$2,014	$2,506	$(173)	$(111)	$2,222	$556	$(167)	$(137)	$252
Single Family (less than 1,500 sqft) & Low Income	dwelling	210.2	$3,026	$3,764	$(259)	$(167)	$3,337	$836	$(251)	$(205)	$379
Single Family (less than 1,500 sqft)	dwelling	210.3	$4,577	$5,677	$(391)	$(252)	$5,034	$1,261	$(379)	$(310)	$572
Single Family (1,500 sqft to 2,499 sqft)	dwelling	210	$5,735	$7,117	$(490)	$(316)	$6,311	$1,580	$(475)	$(388)	$717
Single Family (> 2,499 sqft)	dwelling	210.4	$6,478	$8,038	$(553)	$(357)	$7,127	$1,785	$(536)	$(439)	$810
Multi Family (apartment)	dwelling	220	$3,722	$6,671	$(459)	$(297)	$5,915	$1,481	$(445)	$(364)	$672
Multi Family (Mid-Rise)	dwelling	221	N/A	$4,957	$(341)	$(220)	$4,396	$1,101	$(331)	$(271)	$499
Mobile Home	dwelling	240	$2,117	$4,556	$(314)	$(203)	$4,040	$1,012	$(304)	$(249)	$459
Continuing Care Retirement Community	dwelling	253	$550	$1,841	$(127)	$(82)	$1,632	$409	$(123)	$(100)	$185
Recreational Home/Vehicle	dwelling	260	$2,317	$3,162	$(218)	$(141)	$2,804	$702	$(211)	$(173)	$319
Hotel	rooms	310	$2,881	$6,349	$(437)	$(282)	$5,629	$1,386	$(417)	$(341)	$629
Motel	rooms	320	$2,073	$2,544	$(175)	$(113)	$2,256	$556	$(167)	$(137)	$252
Warehouse	ksq ft of GFA	150	$1,865	$1,321	$(91)	$(59)	$1,172	$289	$(87)	$(71)	$131
Mini-Warehouse	ksq ft of GFA	151	$648	$1,147	$(79)	$(51)	$1,017	$250	$(75)	$(62)	$114
Manufacturing	ksq ft of GFA	140	$2,001	$2,985	$(206)	$(133)	$2,646	$652	$(196)	$(160)	$296
Marina	berth	420	$1,962	$1,830	$(126)	$(81)	$1,623	$400	$(120)	$(98)	$181
Carwash	wash stall	947	$7,091	$28,706	$(1,977)	$(1,276)	$25,453	$6,269	$(1,884)	$(1,541)	$2,844

Land Use Category	Development Unit	ITE Land Use Code	Existing 2017 Net Road Impact Fee	Mobility Fee - PMT Basis (using the 50% double counting factor for non-residential)							
				Lake Asbury & Green Cove Springs				Keystone Heights & South Clay			
				Base Fee per Development Unit	2nd LOFT Credit	Infrastructure Surtax Credit	Net Fee per Development Unit	Base Fee per Development Unit	2nd LOFT Credit	Infrastructure Surtax Credit	Net Fee per Development Unit
Nursery (Garden Center)	ksq ft of GFA	817	$7,731	$38,270	$(2,635)	$(1,701)	$33,934	$8,358	$(2,511)	$(2,055)	$3,792
Nursery (Wholesale)	ksq ft of GFA	818	$4,430	$21,917	$(1,509)	$(974)	$19,433	$4,786	$(1,438)	$(1,177)	$2,171
Hardware Store	ksq ft of GFA	816	$5,813	$5,136	$(354)	$(228)	$4,554	$1,122	$(337)	$(276)	$509
Retail Shopping Center	ksq ft of GFA	820	$8,672	$18,921	$(1,303)	$(841)	$16,777	$4,132	$(1,242)	$(1,016)	$1,875
Discount Club	ksq ft of GFA	857	$7,334	$26,347	$(1,814)	$(1,171)	$23,362	$5,754	$(1,729)	$(1,415)	$2,610
Electronics Superstore	ksq ft of GFA	863	$5,109	$20,575	$(1,417)	$(915)	$18,243	$4,493	$(1,350)	$(1,105)	$2,038
Pharmacy/ Drugstore	ksq ft of GFA	880	$6,934	$32,152	$(2,214)	$(1,429)	$28,509	$7,021	$(2,110)	$(1,726)	$3,186
Tire Superstore	ksq ft of GFA	849	$7,131	$11,138	$(767)	$(495)	$9,876	$2,432	$(731)	$(598)	$1,104
Furniture Store	ksq ft of GFA	890	$1,839	$4,784	$(329)	$(213)	$4,242	$1,045	$(314)	$(257)	$474
General Office Building	ksq ft of GFA	710	$4,479	$7,397	$(509)	$(329)	$6,559	$1,615	$(485)	$(397)	$733
Research & Development Center	ksq ft of GFA	760	$4,296	$8,551	$(589)	$(380)	$7,582	$1,867	$(561)	$(459)	$847
University / College / Jr College	students	550	$987	$1,029	$(71)	$(46)	$912	$225	$(68)	$(55)	$102
Private School, K-12	ksq ft of GFA	536	$5,506	$2,688	$(185)	$(119)	$2,384	$587	$(176)	$(144)	$266
Hospital	ksq ft of GFA	610	$7,471	$8,141	$(561)	$(362)	$7,218	$1,778	$(534)	$(437)	$807
Nursing Home	ksq ft of GFA	620	$1,910	$5,043	$(347)	$(224)	$4,471	$1,101	$(331)	$(271)	$500
Place of Worship	ksq ft of GFA	560	$3,529	$5,278	$(363)	$(235)	$4,680	$1,153	$(346)	$(283)	$523

Land Use Category	Development Unit	ITE Land Use Code	Existing 2017 Net Road Impact Fee	Mobility Fee - PMT Basis (using the 50% double counting factor for non-residential)			
				Branan Field & Oak Leaf			
				Base Fee per Development Unit	2nd LOFT Credit	Infrastructure Surtax Credit	Net Fee per Development Unit
Single Family (less than 1,500 sqft) & Very Low Income	dwelling	210.1	$2,014	$1,727	$(136)	$(99)	$1,492
Single Family (less than 1,500 sqft) & Low Income	dwelling	210.2	$3,026	$2,593	$(204)	$(149)	$2,240
Single Family (less than 1,500 sqft)	dwelling	210.3	$4,577	$3,912	$(308)	$(224)	$3,379
Single Family (1,500 sqft to 2,499 sqft)	dwelling	210	$5,735	$4,904	$(386)	$(281)	$4,236
Single Family (> 2,499 sqft)	dwelling	210.4	$6,478	$5,538	$(436)	$(317)	$4,784
Multi Family (apartment)	dwelling	220	$3,722	$4,596	$(362)	$(263)	$3,970
Multi Family (Mid-Rise)	dwelling	221	N/A	$3,416	$(269)	$(196)	$2,951
Mobile Home	dwelling	240	$2,117	$3,139	$(247)	$(180)	$2,712
Continuing Care Retirement Community	dwelling	253	$550	$1,268	$(100)	$(72)	$1,096
Recreational Home/Vehicle	dwelling	260	$2,317	$2,179	$(172)	$(125)	$1,882
Hotel	rooms	310	$2,881	$4,038	$(318)	$(231)	$3,488
Motel	rooms	320	$2,073	$1,618	$(127)	$(93)	$1,398
Warehouse	ksq ft of GFA	150	$1,865	$840	$(66)	$(48)	$726
Mini-Warehouse	ksq ft of GFA	151	$648	$729	$(57)	$(42)	$630
Manufacturing	ksq ft of GFA	140	$2,001	$1,898	$(150)	$(109)	$1,640
Marina	berth	420	$1,962	$1,164	$(92)	$(67)	$1,006
Carwash	wash stall	947	$7,091	$18,257	$(1,439)	$(1,046)	$15,772
Nursery (Garden Center)	ksq ft of GFA	817	$7,731	$24,339	$(1,918)	$(1,395)	$21,027

Land Use Category	Development Unit	ITE Land Use Code	Existing 2017 Net Road Impact Fee	Mobility Fee - PMT Basis (using the 50% double counting factor for non-residential)			
				Bronan Field & Oak Leaf			
				Base Fee per Development Unit	2nd LOFT Credit	Infrastructure Surtax Credit	Net Fee per Development Unit
Nursery (Wholesale)	ksq ft of GFA	818	$4,430	$13,939	$(1,098)	$(799)	$12,042
Hardware Store	ksq ft of GFA	816	$5,813	$3,267	$(257)	$(187)	$2,822
Retail Shopping Center	ksq ft of GFA	820	$8,672	$12,033	$(948)	$(690)	$10,396
Discount Club	ksq ft of GFA	857	$7,334	$16,757	$(1,320)	$(960)	$14,476
Electronics Superstore	ksq ft of GFA	863	$5,109	$13,085	$(1,031)	$(750)	$11,304
Pharmacy/Drugstore	ksq ft of GFA	880	$6,934	$20,448	$(1,611)	$(1,172)	$17,665
Tire Superstore	ksq ft of GFA	849	$7,131	$7,084	$(558)	$(406)	$6,119
Furniture Store	ksq ft of GFA	890	$1,839	$3,043	$(240)	$(174)	$2,629
General Office Building	ksq ft of GFA	710	$4,479	$4,704	$(371)	$(270)	$4,064
Research & Development Center	ksq ft of GFA	760	$4,296	$5,438	$(429)	$(312)	$4,698
University / College / Jr College	students	550	$987	$654	$(52)	$(38)	$565
Private School, K-12	ksq ft of GFA	536	$5,506	$1,710	$(135)	$(98)	$1,477
Hospital	ksq ft of GFA	610	$7,471	$5,178	$(408)	$(297)	$4,473
Nursing Home	ksq ft of GFA	620	$1,910	$3,207	$(253)	$(184)	$2,771
Place of Worship	ksq ft of GFA	560	$3,529	$3,357	$(264)	$(192)	$2,900

Appendix B
Trip Rates

Residential Trip Rate Derivation

The residential trip rates remain consistent with the 2017 Road Impact Fee Update Study prepared by Tindale Oliver. The narrative, methodology and tables are included here to record this process.

At this point in time it was determined that these assumptions remain valid it was not necessary to update trip rate estimate.

Single Family Residential Trip Generation Rate Tiering

As part of this study, the single family residential trip generation rate tiering was included to reflect a three-tier analysis to ensure equity by the size of a home. To facilitate this, an analysis was completed on the comparative relationship between housing size and household travel behavior. This analysis utilized data from the 2009 National Household Travel Survey (NHTS) and the 2015 American Housing Survey (AHS) to examine overall trip-making characteristics of households in the United States.

Table A-2 presents the trip characteristics being utilized in the proposed roadway impact fee schedule for the single family (detached) land use. The 2009 NHTS database was used to assess average annual household vehicle miles of travel for various annual household income levels. In addition, the 2015 AHS database was used to compare median annual family/household incomes with housing unit size. It is important to recognize that the use of the income variable in each of these databases is completed simply to provide a convenient

linking mechanism between household VMT from the NHTS and housing unit size from the AHS.

Table A-2
Calculated Single Family Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Single Family (Detached)	7.81	6.62	51.70

Source: Florida Studies for LUC 210 included in this Appendix (Page A-5)

The results of the NHTS and AHS analyses are included in Tables A-3 and A-4. First, the data shown in Table A-3 presents the average income in the U.S. for families/households living in the three housing tiers. As shown, the average income for housing units between 1,500 and 2,499 square feet in size ($70,371) is higher than the overall average income for the U.S. ($63,584). Table A-4 presents the median household income levels for low and very low income levels in Clay County. These levels were used to create additional trip generation rate tiers for smaller homes (less than 1,500 sq ft).

Table A-3
Annual Income by Housing Size

2015 AHS Average Income Data by Housing Size (Single Family, detached)	Annual Income[1]
Less than 1,500 sf	$48,880
1,500 to 2,499 sf	$70,371
2,500 sf or more	$87,897
Average of All Houses	$63,584

Source: American Housing Survey for the United State in 2013
1) Weighted average of annual income for each tier

Table A-4
Annual Income by Housing Size

Clay County SHIP Definitions	
Median Income	$64,400
Low Income[1]	$51,500
Very Low Income[2]	$32,200

Source: Florida Housing Finance Corporation, 2016 Income Limits; SHIP (4 person household)
1) Defined as 80% of the median income
2) Defined as 50% of the median income

To calculate a corresponding trip rate for the new tiers it was necessary to rely on comparative ratios. As an example, consider the $44,880 annual income category. First, it was determined that the average annual household VMT for this income level is 20,736 miles. This figure was then compared to the overall average annual VMT per household in the U.S. and normalized to the average of the $63,584 (24,496 miles) category to derive a ratio of 0.798, as shown in Table A-5.

Table A-5
NHTS Annual VMT by Income Category

2009 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 1.061
Average of $16,100	9,145	365	25.05	0.373	0.352
Average of $25,750	13,748	365	37.67	0.561	0.529
Average of $48,880	20,736	365	56.81	0.847	0.798
Total (All Homes)	24,496	365	67.11	1.000	
Average of $70,371	25,995	365	71.22	1.061	1.000
Average of $87,897	29,347	365	80.40	1.198	1.129

Source: 2009 National Household Travel Survey Database, Federal Highway Administration

Table A-6
Trip Generation Rate by Single Family Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Ratio to Mean[4]
Single Family (Detached)				
Less than 1,500 sf & Very Low Income	**2.75**	6.62	18.20	0.352
Less than 1,500 sf & Low Income	**4.13**	6.62	27.35	0.529
Less than 1,500 sf	**6.23**	6.62	41.26	0.798
1,500 to 2,499 sf	**7.81**	6.62	51.70	1.000
2,500 sf or larger	**8.82**	6.62	58.37	1.129

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tiered single family land use category
2) Source: Table A-2
3) Ratio to mean (Item 4) multiplied by total daily VMT for the 1,500 to 2,499 sf tier for each tiered single family land use category
4) Source: Table A-5

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Appendix C
Parameters Used in the Estimates

Fuel Consumption

The fuel efficiency used in the 2nd LOFT calculations remain consistent with the 2017 Road Impact Fee Update Study prepared by Tindale Oliver. The narrative, methodology and tables are included here to record this process.

At this point in time it was determined that these assumptions remain valid it was not necessary to update the fuel efficiency of the vehicle fleet on the road system.

Table C-6
Average Motor Vehicle Fuel Efficiency – Excluding Interstate Travel

Travel Vehicle Miles of Travel (VMT) @			
	22.0	6.4	
Other Arterial Rural	307,948,000,000	44,807,000,000	352,755,000,000
Other Rural	301,199,000,000	29,717,000,000	330,916,000,000
Other Urban	1,517,331,000,000	89,461,000,000	1,606,792,000,000
Total	*2,126,478,000,000*	*163,985,000,000*	*2,290,463,000,000*

Percent VMT	
@ 22.0 mpg	@ 6.4 mpg
87%	13%
91%	9%
94%	6%
93%	7%

Fuel Consumed			
	Gallons @ 22.0 mpg	Gallons @ 6.4 mpg	
Other Arterial Rural	13,997,636,364	7,001,093,750	20,998,730,114
Other Rural	13,690,863,636	4,643,281,250	18,334,144,886
Other Urban	68,969,590,909	13,978,281,250	82,947,872,159
Total	*96,658,090,909*	*25,622,656,250*	*122,280,747,159*

Total Mileage and Fuel	
2,290,463	miles (millions)
122,281	gallons (millions)
18.73	mpg

Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2015* , Section V, Table VM-1 Annual Vehicle Distance Traveled in Miles and Related Data - 2015 by Highway Category and Vehicle Type http://www.fhwa.dot.gov/policyinformation/statistics.cfm

Source: See Table C-7

Table C-7
Annual Vehicle Distance Traveled in Miles and Related Data (2015) - By Highway Category and Vehicle Type[1/]

Published January 2017 — TABLE VM-1

YEAR	ITEM	LIGHT DUTY VEHICLES SHORT WB[2]	MOTOR-CYCLES	BUSES[3]	LIGHT DUTY VEHICLES LONG WB[2]	SINGLE-UNIT TRUCKS[3]	COMBINATION TRUCKS	SUBTOTALS: ALL LIGHT VEHICLES[2]	SUBTOTALS: SINGLE-UNIT 2-AXLE 6-TIRE OR MORE AND COMBINATION TRUCKS	ALL MOTOR VEHICLES
	Motor-Vehicle Travel: (millions of vehicle-miles)									
2015	Interstate Rural	133,747	1,185	1,643	42,100	9,623	47,468	175,847	57,091	235,766
2015	Other Arterial Rural	221,643	2,710	1,966	86,304	16,171	28,636	307,948	44,807	357,431
2015	Other Rural	212,993	2,790	2,002	88,206	16,174	13,543	301,199	29,717	335,708
2015	All Rural	568,383	6,685	5,611	216,610	41,967	89,648	784,993	131,615	928,905
2015	Interstate Urban	383,245	2,530	2,521	94,124	17,540	41,227	477,369	58,767	541,186
2015	Other Urban	1,196,213	10,391	8,098	321,118	50,089	39,372	1,517,331	89,461	1,625,282
2015	All Urban	1,579,458	12,921	10,619	415,242	67,630	80,599	1,994,700	148,228	2,166,468
2015	Total Rural and Urban[5]	2,147,840	19,606	16,230	631,852	109,597	170,246	2,779,693	279,844	3,095,373
2015	Number of motor vehicles registered[2]	189,618,308	8,600,936	888,907	13,298,884	8,456,302	2,746,882	242,917,192	11,203,184	263,610,219
2015	Average miles traveled per vehicle	11,327	2,280	18,258	11,855	12,960	61,971	11,443	24,979	11,742
2015	Person-miles of travel[4] (millions)	2,984,178	21,118	344,073	844,123	109,597	170,246	3,828,301	279,844	4,473,336
2015	Fuel consumed (thousand gallons)	90,017,583	447,879	2,228,059	36,436,054	14,850,153	28,884,134	126,453,637	43,734,287	172,863,862
2015	Average fuel consumption per vehicle (gallons)	475	52	2,507	684	1,756	10,515	521	3,904	656
2015	Average miles traveled per gallon of fuel consumed	23.9	43.8	7.3	17.3	7.4	5.9	22.0	6.4	17.9

[1] The FHWA estimates national trends by using State reported Highway Performance and Monitoring System (HPMS) data, fuel consumption data (MF-21 and MF-27), vehicle registration data (MV-1, MV-9, and MV-10), other data such as the R.L. Polk vehicle data, and a host of modeling techniques. Starting with the 2009 VM-1, an enhanced methodology was used to provide timely indicators on both travel and travel behavior changes.

[2] Light Duty Vehicles Short WB - passenger cars, light trucks, vans and sport utility vehicles with a wheelbase (WM) equal to or less than 121 inches. Light Duty Vehicles Long WB - large passenger cars, vans, pickup trucks, and sport/utility vehicles with wheelbases (WB) larger than 121 inches. All Light Duty Vehicles - passenger cars, light trucks, vans and sport utility vehicles regardless of

[3] Single-Unit - single frame trucks that have 2-Axles and at least 6 tires or a gross vehicle weight rating exceeding 10,000 lbs.

[4] Vehicle occupancy is estimated by the FHWA from the 2009 National Household Travel Survey (NHTS); For single unit truck and heavy trucks, 1 motor vehicle mile travelled = 1 person-mile traveled.

[5] VMT data are based on the latest HPMS data available; it may not match previous published results.

[6] The change in the number of buses is primarily due to the decline of reported public operated school buses.

Double Counting Factor

The double counting factor is derived by analyzing the portion of PMT which is associated with either Internal to Internal (II) or External-Internal (EI)/ External-Internal (EI) trips. These total trips make up 2,547,463 new PMT in the County.

Out of that total, 1,985,250 is forecast to have both ends of the trip somewhere within the County (the Internal PMT % by county is output from the travel model). This is the PMT which will be assessed on both ends of the land use applications. This PMT is multiplied by 50% to demonstrate that each half of the PMT will be picked up by each end of the trip. The assessable local PMT is half of the PMT to be charged.

Mobility Fee District	II & IE\EI	Internal Clay County (PMT % by County)	PMT stay within Clay County	II Double Counting Factor	Assessable Local PMT
Middleburg & West Clay	249,189	82%	205,458	50%	102,729
Orange Park, Lakeside & Fleming Island	598,122	78%	464,087	50%	232,044
Lake Asbury & Green Cove Springs	1,072,953	81%	864,287	50%	432,144
Keystone Heights & South Clay	92,295	79%	72,608	50%	36,304
Branan Field & Oak Leaf	534,905	71%	378,809	50%	189,405
Total	**2547463**		**1,985,250**		**992,625**

This table calculates what PMT in the County is associated with trips that have one end of the trip (start or end) outside of the County.

Mobility Fee District	II & IE\EI [A]	PMT Stay Within Clay County [B]	Local Traffic which Leaves the County With One End in Clay County [C=A-B]
Middleburg & West Clay	249,189	205,458	43,731
Orange Park, Lakeside & Fleming Island	598,122	464,087	134,034
Lake Asbury & Green Cove Springs	1,072,953	864,287	208,666
Keystone Heights & South Clay	92,295	72,608	19,687
Branan Field & Oak Leaf	534,905	378,809	156,095
Total	**2,547,463**	**1,985,250**	**562,213**

This table calculates the net double counting factor for each district based on the PMT which remains fully within the County (and half would be charged at each trip end) and what PMT is in the County associated with only one end of the trip.

Mobility Fee District	II & IE\EI [A]	PMT Stay Within Clay County [B]	PMT which Leaves the County With One End in Clay County [C]	Assessable PMT [D=B+C]	Calculated Double Counting Factor [D/A]
Middleburg & West Clay	249,189	102,729	43,731	146,460	0.59
Orange Park, Lakeside & Fleming Island	598,122	232,044	134,034	366,078	0.61
Lake Asbury & Green Cove Springs	1,072,953	432,144	208,666	640,809	0.60
Keystone Heights & South Clay	92,295	36,304	19,687	55,991	0.61
Branan Field & Oak Leaf	534,905	189,405	156,095	345,500	0.65
Total	**2547463**	**992,625**	**562,213**	**1,554,838**	**0.61**

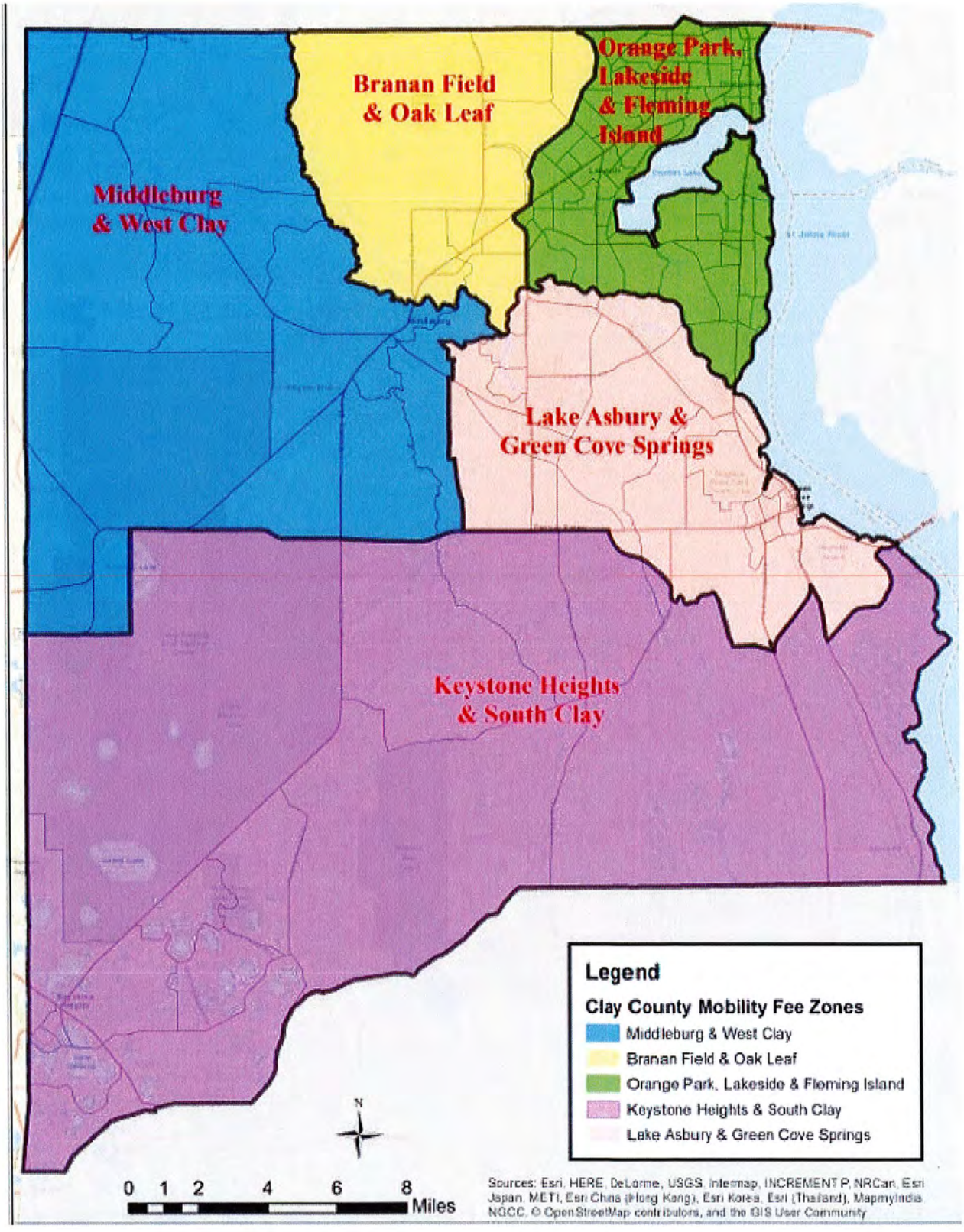
Clay County
Mobility Fee Report

Developed by:

Gannett Fleming

RSG

APPENDIX B


Orange Park, Lakeside & Fleming Island
Branan Field & Oak Leaf
Middleburg & West Clay
Lake Asbury & Green Cove Springs
Keystone Heights & South Clay
Legend
Clay County Mobility Fee Zones
Middleburg & West Clay
Branan Field & Oak Leaf
Orange Park, Lakeside & Fleming Island
Keystone Heights & South Clay
Lake Asbury & Green Cove Springs
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0 1 2 4 6 8
Miles
Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community

APPENDIX C

Net Mobility Fee - PMT Basis

Branan Field & Oak Leaf

Category	Land Use Code	Existing Road Impact Fee (before subsidy)	Existing Impact Fee Rate (sept 2019) net of credits and subsidy	Net Moblity Fee (net of credits)	Subsidy	Mobility Fee (net of credit and subsidy)
Single Family (less than 1,500 sqft) & Very Low Income	210.1	$ 2,014	$ 2,014	$ 1,492	$ -	$ 1,492
Single Family (less than 1,500 sqft) & Low Income	210.2	$ 3,026	$ 3,026	$ 2,240	$ -	$ 2,240
Single Family (less than 1,500 sqft)	210.3	$ 4,577	$ 4,577	$ 3,379	$ -	$ 3,379
Single Family (1,500 sqft to 2,499 sqft)	210	$ 5,735	$ 5,735	$ 4,236	$ -	$ 4,236
Single Family (> 2,499 sqft)	210.4	$ 6,478	$ 6,478	$ 4,784	$ -	$ 4,784
Multiple Family (apartment)	220	$ 3,722	$ 3,722	$ 3,970	$ -	$ 3,970
Multiple Family (mid-rise)	221	$ 3,722	$ 3,722	$ 2,951	$ -	$ 2,951
Mobile Home	240	$ 2,117	$ 2,117	$ 2,712	$ -	$ 2,712
Continuing Care Retirement Community	253	$ 550	$ 550	$ 1,096	$ -	$ 1,096
Recreational Home/Vehicle	260	$ 2,317	$ 2,317	$ 1,882	$ -	$ 1,882
Hotel	310	$ 2,881	$ 1,737	$ 3,488	$ -	$ 3,488
Motel	320	$ 2,073	$ 1,245	$ 1,398	$ -	$ 1,398
Warehouse	150	$ 1,865	$ 1,123	$ 726	$ -	$ 726
Mini-Warehouse	151	$ 648	$ 387	$ 630	$ -	$ 630
Manufacturing	140	$ 2,001	$ 1,205	$ 1,640	$ -	$ 1,640
Marina	420	$ 1,962	$ 1,186	$ 1,006	$ -	$ 1,006
Carwash	947	$ 7,091	$ 4,227	$ 15,772	$ 5,773	$ 10,000
Nursery (Garden Center)	817	$ 7,731	$ 4,596	$ 21,027	$ 8,216	$ 12,812
Nursery (Wholesale)	818	$ 4,430	$ 2,634	$ 12,042	$ 4,704	$ 7,338
Hardware Store	816	$ 5,813	$ 3,451	$ 2,822	$ -	$ 2,822
Retail Shopping Center	820	$ 8,672	$ 5,193	$ 10,396	$ 2,602	$ 7,795
Discount Club	857	$ 7,334	$ 4,379	$ 14,476	$ 5,049	$ 9,428

Net Mobility Fee - PMT Basis

Branan Field & Oak Leaf

Category	Land Use Code	Existing Road Impact Fee (before subsidy)	Existing Impact Fee Rate (sept 2019) net of credits and subsidy	Net Moblity Fee (net of credits)	Subsidy	Mobility Fee (net of credit and subsidy)
Electronics Superstore	863	$ 5,109	$ 3,035	$ 11,304	$ 4,135	$ 7,170
Pharmacy/Drugstore	880	$ 6,934	$ 4,126	$ 17,665	$ 6,770	$ 10,896
Tire Superstore	849	$ 7,131	$ 4,596	$ 6,119	$ 762	$ 5,358
Furniture Store	890	$ 1,839	$ 1,107	$ 2,629	$ 761	$ 1,868
General Office Building	710	$ 4,479	$ 2,700	$ 4,064	$ 1,064	$ 3,000
Research & Development Center	760	$ 4,296	$ 2,588	$ 4,698	$ 1,698	$ 3,000
University / College / Jr College	550	$ 987	$ 594	$ 565	$ -	$ 565
Private School, K-12	536	$ 5,506	$ 3,313	$ 1,477	$ -	$ 1,477
Hospital	610	$ 7,471	$ 4,508	$ 4,473	$ -	$ 4,473
Nursing Home	620	$ 1,910	$ 1,140	$ 2,771	$ -	$ 2,771
Place of worship	560	$ 3,529	$ 2,123	$ 2,900	$ 400	$ 2,500

Net Mobility Fee - PMT Basis

Keystone Heights & Southwest Clay

Category	Land Use Code	Existing Road Impact Fee (before subsidy)	Existing Impact Fee Rate (sept 2019) net of credits and subsidy	Net Moblity Fee (net of credits)	Subsidy	Mobility Fee (net of credit and subsidy)
Single Family (less than 1,500 sqft) & Very Low Income	210.1	$ 2,014	$ 2,014	$ 252	$ -	$ 252
Single Family (less than 1,500 sqft) & Low Income	210.2	$ 3,026	$ 3,026	$ 379	$ -	$ 379
Single Family (less than 1,500 sqft)	210.3	$ 4,577	$ 4,577	$ 572	$ -	$ 572
Single Family (1,500 sqft to 2,499 sqft)	210	$ 5,735	$ 5,735	$ 717	$ -	$ 717
Single Family (> 2,499 sqft)	210.4	$ 6,478	$ 6,478	$ 810	$ -	$ 810
Multiple Family (apartment)	220	$ 3,722	$ 3,722	$ 672	$ -	$ 672
Multiple Family (mid-rise)	221	$ 3,722	$ 3,722	$ 499	$ -	$ 499
Mobile Home	240	$ 2,117	$ 2,117	$ 459	$ -	$ 459
Continuing Care Retirement Community	253	$ 550	$ 550	$ 185	$ -	$ 185
Recreational Home/Vehicle	260	$ 2,317	$ 2,317	$ 319	$ -	$ 319
Hotel	310	$ 2,881	$ 1,737	$ 629	$ -	$ 629
Motel	320	$ 2,073	$ 1,245	$ 252	$ -	$ 252
Warehouse	150	$ 1,865	$ 1,123	$ 131	$ -	$ 131
Mini-Warehouse	151	$ 648	$ 387	$ 114	$ -	$ 114
Manufacturing	140	$ 2,001	$ 1,205	$ 296	$ -	$ 296
Marina	420	$ 1,962	$ 1,186	$ 181	$ -	$ 181
Carwash	947	$ 7,091	$ 4,227	$ 2,844	$ -	$ 2,844
Nursery (Garden Center)	817	$ 7,731	$ 4,596	$ 3,792	$ -	$ 3,792
Nursery (Wholesale)	818	$ 4,430	$ 2,634	$ 2,171	$ -	$ 2,171
Hardware Store	816	$ 5,813	$ 3,451	$ 509	$ -	$ 509
Retail Shopping Center	820	$ 8,672	$ 5,193	$ 1,875	$ -	$ 1,875
Discount Club	857	$ 7,334	$ 4,379	$ 2,610	$ -	$ 2,610
Electronics Superstore	863	$ 5,109	$ 3,035	$ 2,038	$ -	$ 2,038

Net Mobility Fee - PMT Basis

Keystone Heights & Southwest Clay

Category	Land Use Code	Existing Road Impact Fee (before subsidy)	Existing Impact Fee Rate (sept 2019) net of credits and subsidy	Net Moblity Fee (net of credits)	Subsidy	Mobility Fee (net of credit and subsidy)
Pharmacy/Drugstore	880	$ 6,934	$ 4,126	$ 3,186	$ -	$ 3,186
Tire Superstore	849	$ 7,131	$ 4,596	$ 1,104	$ -	$ 1,104
Furniture Store	890	$ 1,839	$ 1,107	$ 474	$ -	$ 474
General Office Building	710	$ 4,479	$ 2,700	$ 733	$ -	$ 733
Research & Development Center	760	$ 4,296	$ 2,588	$ 847	$ -	$ 847
University / College / Jr College	550	$ 987	$ 594	$ 102	$ -	$ 102
Private School, K-12	536	$ 5,506	$ 3,313	$ 266	$ -	$ 266
Hospital	610	$ 7,471	$ 4,508	$ 807	$ -	$ 807
Nursing Home	620	$ 1,910	$ 1,140	$ 500	$ -	$ 500
Place of worship	560	$ 3,529	$ 2,123	$ 523	$ -	$ 523

Net Mobility Fee - PMT Basis

Middleburg & West Clay

Category	Land Use Code	Existing Road Impact Fee (before subsidy)	Existing Impact Fee Rate (sept 2019) net of subsidy	Net Moblity Fee (net of credits)	Subsidy	Mobility Fee (net of credit and subsidy)
Single Family (less than 1,500 sqft) & Very Low Income	210.1	$ 2,014	$ 2,014	$ 986	$ -	$ 986
Single Family (less than 1,500 sqft) & Low Income	210.2	$ 3,026	$ 3,026	$ 1,480	$ -	$ 1,480
Single Family (less than 1,500 sqft)	210.3	$ 4,577	$ 4,577	$ 2,233	$ -	$ 2,233
Single Family (1,500 sqft to 2,499 sqft)	210	$ 5,735	$ 5,735	$ 2,800	$ -	$ 2,800
Single Family (> 2,499 sqft)	210.4	$ 6,478	$ 6,478	$ 3,162	$ -	$ 3,162
Multiple Family (apartment)	220	$ 3,722	$ 3,722	$ 2,624	$ -	$ 2,624
Multiple Family (mid-rise)	221	$ 3,722	$ 3,722	$ 1,950	$ -	$ 1,950
Mobile Home	240	$ 2,117	$ 2,117	$ 1,792	$ -	$ 1,792
Continuing Care Retirement Community	253	$ 550	$ 550	$ 724	$ -	$ 724
Recreational Home/Vehicle	260	$ 2,317	$ 2,317	$ 1,244	$ -	$ 1,244
Hotel	310	$ 2,881	$ 1,737	$ 2,540	$ -	$ 2,540
Motel	320	$ 2,073	$ 1,245	$ 1,018	$ -	$ 1,018
Warehouse	150	$ 1,865	$ 1,123	$ 529	$ -	$ 529
Mini-Warehouse	151	$ 648	$ 387	$ 459	$ -	$ 459
Manufacturing	140	$ 2,001	$ 1,205	$ 1,194	$ -	$ 1,194
Marina	420	$ 1,962	$ 1,186	$ 732	$ -	$ 732
Carwash	947	$ 7,091	$ 4,227	$ 11,483	$ 3,628	$ 7,855
Nursery (Garden Center)	817	$ 7,731	$ 4,596	$ 15,308	$ 5,356	$ 9,952
Nursery (Wholesale)	818	$ 4,430	$ 2,634	$ 8,767	$ -	$ 8,767
Hardware Store	816	$ 5,813	$ 3,451	$ 2,055	$ -	$ 2,055
Retail Shopping Center	820	$ 8,672	$ 5,193	$ 7,569	$ 1,188	$ 6,381
Discount Club	857	$ 7,334	$ 4,379	$ 10,539	$ 3,080	$ 7,459
Electronics Superstore	863	$ 5,109	$ 3,035	$ 8,230	$ 2,598	$ 5,633

Net Mobility Fee - PMT Basis

Middleburg & West Clay

Category	Land Use Code	Existing Road Impact Fee (before subsidy)	Existing Impact Fee Rate (sept 2019) net of subsidy	Net Moblity Fee (net of credits)	Subsidy	Mobility Fee (net of credit and subsidy)
Pharmacy/Drugstore	880	$ 6,934	$ 4,126	$ 12,861	$ 4,368	$ 8,494
Tire Superstore	849	$ 7,131	$ 4,596	$ 4,455	$ -	$ 4,455
Furniture Store	890	$ 1,839	$ 1,107	$ 1,914	$ 404	$ 1,511
General Office Building	710	$ 4,479	$ 2,700	$ 2,959	$ -	$ 2,959
Research & Development Center	760	$ 4,296	$ 2,588	$ 3,421	$ 421	$ 3,000
University / College / Jr College	550	$ 987	$ 594	$ 412	$ -	$ 412
Private School, K-12	536	$ 5,506	$ 3,313	$ 1,075	$ -	$ 1,075
Hospital	610	$ 7,471	$ 4,508	$ 3,256	$ -	$ 3,256
Nursing Home	620	$ 1,910	$ 1,140	$ 2,017	$ -	$ 2,017
Place of worship	560	$ 3,529	$ 2,123	$ 2,111	$ -	$ 2,111

Net Mobility Fee - PMT Basis

Orange Park, Lakeside & Fleming Island

Category	Land Use Code	Existing Road Impact Fee (before subsidy)	Existing Impact Fee Rate (sept 2019) net of credits and subsidy	Net Moblity Fee (net of credits)	Subsidy	Mobility Fee (net of credit and subsidy)
Single Family (less than 1,500 sqft) & Very Low Income	210.1	$ 2,014	$ 2,014	$ 355	$ -	$ 355
Single Family (less than 1,500 sqft) & Low Income	210.2	$ 3,026	$ 3,026	$ 533	$ -	$ 533
Single Family (less than 1,500 sqft)	210.3	$ 4,577	$ 4,577	$ 804	$ -	$ 804
Single Family (1,500 sqft to 2,499 sqft)	210	$ 5,735	$ 5,735	$ 1,008	$ -	$ 1,008
Single Family (> 2,499 sqft)	210.4	$ 6,478	$ 6,478	$ 1,138	$ -	$ 1,138
Multiple Family (apartment)	220	$ 3,722	$ 3,722	$ 945	$ -	$ 945
Multiple Family (mid-rise)	221	$ 3,722	$ 3,722	$ 702	$ -	$ 702
Mobile Home	240	$ 2,117	$ 2,117	$ 645	$ -	$ 645
Continuing Care Retirement Community	253	$ 550	$ 550	$ 261	$ -	$ 261
Recreational Home/Vehicle	260	$ 2,317	$ 2,317	$ 448	$ -	$ 448
Hotel	310	$ 2,881	$ 1,737	$ 884	$ -	$ 884
Motel	320	$ 2,073	$ 1,245	$ 354	$ -	$ 354
Warehouse	150	$ 1,865	$ 1,123	$ 184	$ -	$ 184
Mini-Warehouse	151	$ 648	$ 387	$ 160	$ -	$ 160
Manufacturing	140	$ 2,001	$ 1,205	$ 416	$ -	$ 416
Marina	420	$ 1,962	$ 1,186	$ 255	$ -	$ 255
Carwash	947	$ 7,091	$ 4,227	$ 3,998	$ -	$ 3,998
Nursery (Garden Center)	817	$ 7,731	$ 4,596	$ 5,330	$ 367	$ 4,963
Nursery (Wholesale)	818	$ 4,430	$ 2,634	$ 3,053	$ 210	$ 2,844
Hardware Store	816	$ 5,813	$ 3,451	$ 715	$ -	$ 715
Retail Shopping Center	820	$ 8,672	$ 5,193	$ 2,635	$ -	$ 2,635
Discount Club	857	$ 7,334	$ 4,379	$ 3,670	$ -	$ 3,670
Electronics Superstore	863	$ 5,109	$ 3,035	$ 2,866	$ -	$ 2,866

Net Mobility Fee - PMT Basis

Orange Park, Lakeside & Fleming Island

Category	Land Use Code	Existing Road Impact Fee (before subsidy)	Existing Impact Fee Rate (sept 2019) net of credits and subsidy	Net Moblity Fee (net of credits)	Subsidy	Mobility Fee (net of credit and subsidy)
Pharmacy/Drugstore	880	$ 6,934	$ 4,126	$ 4,478	$ 176	$ 4,302
Tire Superstore	849	$ 7,131	$ 4,596	$ 1,551	$ -	$ 1,551
Furniture Store	890	$ 1,839	$ 1,107	$ 666	$ -	$ 666
General Office Building	710	$ 4,479	$ 2,700	$ 1,030	$ -	$ 1,030
Research & Development Center	760	$ 4,296	$ 2,588	$ 1,191	$ -	$ 1,191
University / College / Jr College	550	$ 987	$ 594	$ 143	$ -	$ 143
Private School, K-12	536	$ 5,506	$ 3,313	$ 374	$ -	$ 374
Hospital	610	$ 7,471	$ 4,508	$ 1,134	$ -	$ 1,134
Nursing Home	620	$ 1,910	$ 1,140	$ 702	$ -	$ 702
Place of worship	560	$ 3,529	$ 2,123	$ 735	$ -	$ 735

Net Mobility Fee - PMT Basis

Lake Asbury, Green Cove Springs & Southeast

Category	Land Use Code	Existing Road Impact Fee (before subsidy)	Existing Impact Fee Rate (sept 2019) net of credits and subsidy	Net Moblity Fee (net of credits)	Subsidy	Mobility Fee (net of credit and subsidy)
Single Family (less than 1,500 sqft) & Very Low Income	210.1	$ 2,014	$ 2,014	$ 2,222	$ -	$ 2,222
Single Family (less than 1,500 sqft) & Low Income	210.2	$ 3,026	$ 3,026	$ 3,337	$ -	$ 3,337
Single Family (less than 1,500 sqft)	210.3	$ 4,577	$ 4,577	$ 5,034	$ -	$ 5,034
Single Family (1,500 sqft to 2,499 sqft)	210	$ 5,735	$ 5,735	$ 6,311	$ -	$ 6,311
Single Family (> 2,499 sqft)	210.4	$ 6,478	$ 6,478	$ 7,127	$ -	$ 7,127
Multiple Family (apartment)	220	$ 3,722	$ 3,722	$ 5,915	$ -	$ 5,915
Multiple Family (mid-rise)	221	$ 3,722	$ 3,722	$ 4,396	$ -	$ 4,396
Mobile Home	240	$ 2,117	$ 2,117	$ 4,040	$ -	$ 4,040
Continuing Care Retirement Community	253	$ 550	$ 550	$ 1,632	$ -	$ 1,632
Recreational Home/Vehicle	260	$ 2,317	$ 2,317	$ 2,804	$ -	$ 2,804
Hotel	310	$ 2,881	$ 1,737	$ 5,629	$ -	$ 5,629
Motel	320	$ 2,073	$ 1,245	$ 2,256	$ -	$ 2,256
Warehouse	150	$ 1,865	$ 1,123	$ 1,172	$ -	$ 1,172
Mini-Warehouse	151	$ 648	$ 387	$ 1,017	$ -	$ 1,017
Manufacturing	140	$ 2,001	$ 1,205	$ 2,646	$ -	$ 2,646
Marina	420	$ 1,962	$ 1,186	$ 1,623	$ -	$ 1,623
Carwash	947	$ 7,091	$ 4,227	$ 25,453	$ 10,613	$ 14,840
Nursery (Garden Center)	817	$ 7,731	$ 4,596	$ 33,934	$ 14,669	$ 19,265
Nursery (Wholesale)	818	$ 4,430	$ 2,634	$ 19,433	$ 8,400	$ 11,034
Hardware Store	816	$ 5,813	$ 3,451	$ 4,554	$ 552	$ 4,003
Retail Shopping Center	820	$ 8,672	$ 5,193	$ 16,777	$ 5,792	$ 10,985
Discount Club	857	$ 7,334	$ 4,379	$ 23,362	$ 9,492	$ 13,871
Electronics Superstore	863	$ 5,109	$ 3,035	$ 18,243	$ 7,604	$ 10,639
Pharmacy/Drugstore	880	$ 6,934	$ 4,126	$ 28,509	$ 12,192	$ 16,318
Tire Superstore	849	$ 7,131	$ 4,596	$ 9,876	$ 2,640	$ 7,236

Net Mobility Fee - PMT Basis

Lake Asbury, Green Cove Springs & Southeast

Category	Land Use Code	Existing Road Impact Fee (before subsidy)	Existing Impact Fee Rate (sept 2019) net of credits and subsidy	Net Moblity Fee (net of credits)	Subsidy	Mobility Fee (net of credit and subsidy)
Furniture Store	890	$ 1,839	$ 1,107	$ 4,242	$ 1,568	$ 2,675
General Office Building	710	$ 4,479	$ 2,700	$ 6,559	$ 3,559	$ 3,000
Research & Development Center	760	$ 4,296	$ 2,588	$ 7,582	$ 4,582	$ 3,000
University / College / Jr College	550	$ 987	$ 594	$ 912	$ -	$ 912
Private School, K-12	536	$ 5,506	$ 3,313	$ 2,384	$ -	$ 2,384
Hospital	610	$ 7,471	$ 4,508	$ 7,218	$ 2,218	$ 5,000
Nursing Home	620	$ 1,910	$ 1,140	$ 4,471	$ 1,471	$ 3,000
Place of worship	560	$ 3,529	$ 2,123	$ 4,680	$ 2,180	$ 2,500