Amendment No.

CHAMBER ACTION

<u>Senate</u>   <u>House</u>

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1 Representative Aubuchon offered the following:

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3   **Amendment (with title amendment)**

4   Between lines 446 and 447, insert:

5   Section 6. Paragraph (e) is added to subsection (12) and

6 paragraph (i) is added to subsection (16) of section 163.3180,

7 Florida Statutes, to read:

8   163.3180 Concurrency.--

9   (12) A development of regional impact may satisfy the

10 transportation concurrency requirements of the local

11 comprehensive plan, the local government's concurrency

12 management system, and s. 380.06 by payment of a proportionate-

13 share contribution for local and regionally significant traffic

14 impacts, if:

15   (e) As used in this subsection, the term "backlog" means a

16 facility or facilities on which the adopted level-of-service

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17 standard is exceeded by the existing trips, plus additional

18 projected background trips from any source other than the

19 development project under review that are forecast by

20 established traffic standards, including traffic modeling,

21 consistent with the University of Florida Bureau of Economic and

22 Business Research medium population projections. Additional

23 projected background trips are to be coincident with the

24 particular stage or phase of development under review.

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26 The proportionate-share contribution may be applied to any

27 transportation facility to satisfy the provisions of this

28 subsection and the local comprehensive plan, but, for the

29 purposes of this subsection, the amount of the proportionate-

30 share contribution shall be calculated based upon the cumulative

31 number of trips from the proposed development expected to reach

32 roadways during the peak hour from the complete buildout of a

33 stage or phase being approved, divided by the change in the peak

34 hour maximum service volume of roadways resulting from

35 construction of an improvement necessary to maintain the adopted

36 level of service, multiplied by the construction cost, at the

37 time of developer payment, of the improvement necessary to

38 maintain the adopted level of service. For purposes of this

39 subsection, "construction cost" includes all associated costs of

40 the improvement. Proportionate-share mitigation shall be limited

41 to ensure that a development of regional impact meeting the

42 requirements of this subsection mitigates its impact on the

43 transportation system but is not responsible for the additional

44 cost of reducing or eliminating backlogs. This subsection also

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45 applies to Florida Quality Developments pursuant to s. 380.061

46 and to detailed specific area plans implementing optional sector

47 plans pursuant to s. 163.3245.

48　　　　(16)　It is the intent of the Legislature to provide a

49 method by which the impacts of development on transportation

50 facilities can be mitigated by the cooperative efforts of the

51 public and private sectors. The methodology used to calculate

52 proportionate fair-share mitigation under this section shall be

53 as provided for in subsection (12).

54　　　　(i)　As used in this subsection, the term "backlog" means a

55 facility or facilities on which the adopted level-of-service

56 standard is exceeded by the existing trips, plus additional

57 projected background trips from any source other than the

58 development project under review that are forecast by

59 established traffic standards, including traffic modeling,

60 consistent with the University of Florida Bureau of Economic and

61 Business Research medium population projections. Additional

62 projected background trips are to be coincident with the

63 particular stage or phase of development under review.

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68　　　　　　　　**T I T L E   A M E N D M E N T**

69　　　　Remove line 21 and insert:

70 regional impact under certain circumstances; amending s.

71 163.3180, F.S.; defining the term "backlog"; amending s.

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