

FDOT Mobility Fee System Guidelines Presentation

Palm Beach MPO Road Impact Fee Alternatives Ad Hoc Committee

July 27, 2016



RENAISSANCE
PLANNING

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Background

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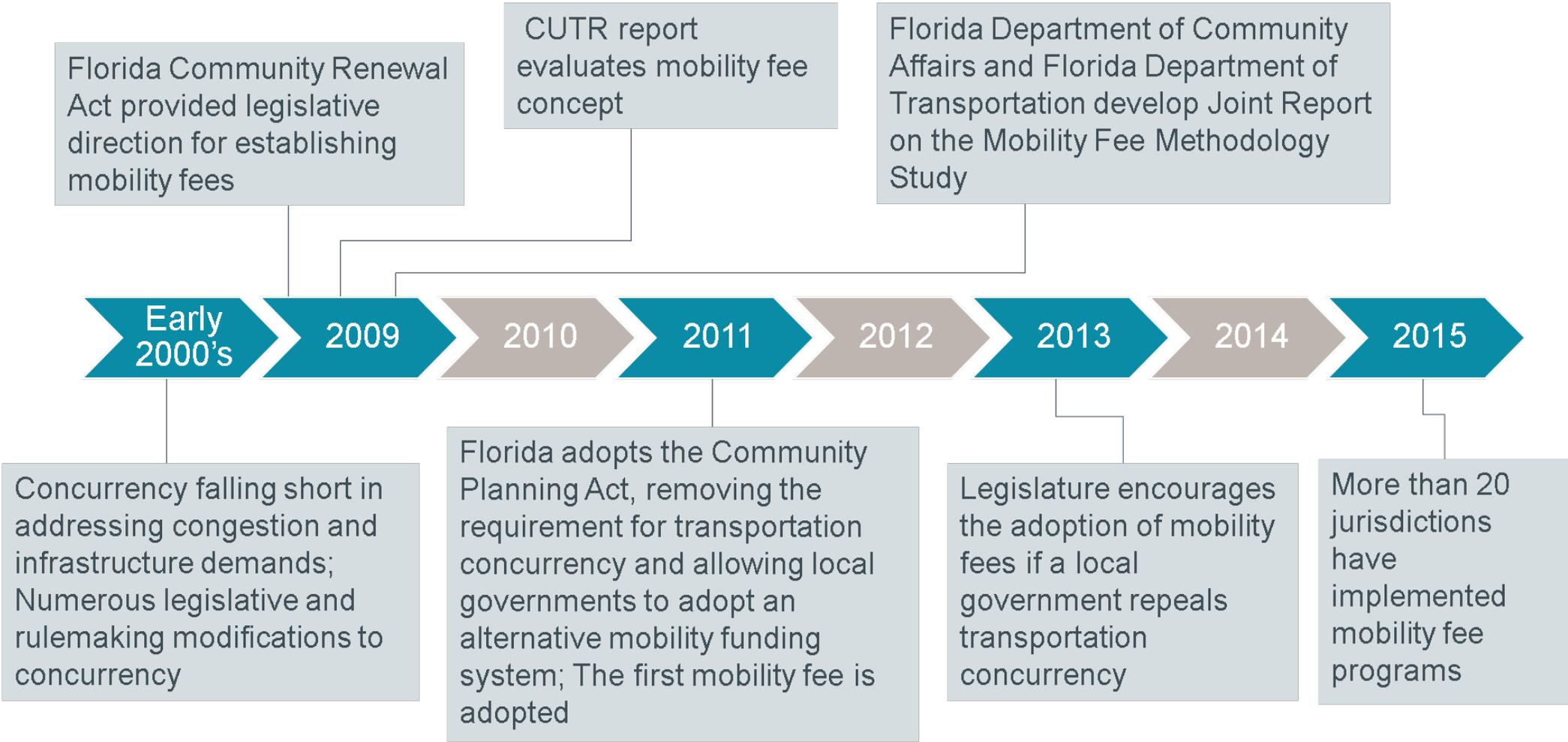
Phase 1: Pre-planning

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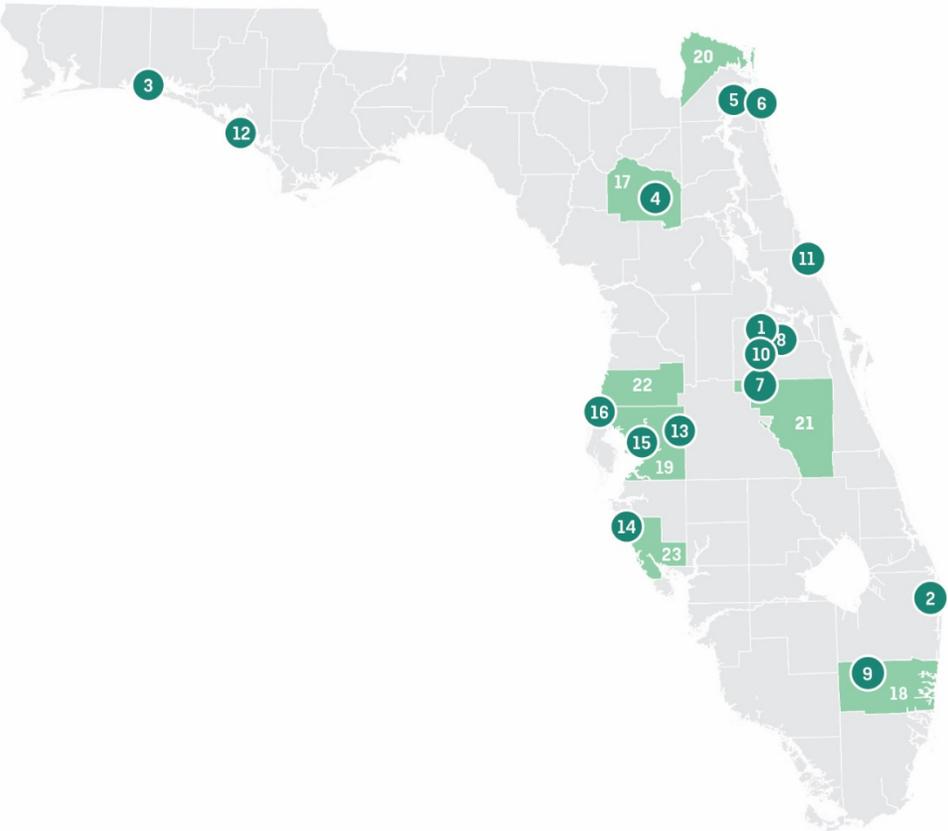
Phase 2: Planning and program concept

BACKGROUND

Recent history of mobility fee concept and policy development



BACKGROUND



LEGEND



CITIES

- 1 Altamonte Springs Mobility Fee
- 2 Boca Raton Planned Mobility Developments
- 3 Destin Multimodal Transportation District (MMTD)
- 4 Gainesville Transportation Mobility Program*
- 5 Jacksonville Mobility Fee
- 6 Jacksonville Beach Mobility Fee*
- 7 Kissimmee Mobility Fee*
- 8 Maitland Mobility Fee*
- 9 Miami Lakes Mobility Fee
- 10 Orlando Multimodal Transportation Impact Fee
- 11 Ormond Beach Mobility Fee
- 12 Panama City Mobility Fee
- 13 Plant City Transportation Mobility Fee*
- 14 Sarasota Multimodal Fee
- 15 Tampa Multimodal Impact Fee
- 16 Tarpon Springs MMTD



COUNTIES

- 17 Alachua County Multi-Modal Transportation Mitigation
- 18 Broward County Transportation Concurrency Assessment
- 19 Hillsborough County Mobility Fee
- 20 Nassau County Mobility Fee*
- 21 Osceola County Mobility Fee*
- 22 Pasco County Multimodal Mobility Fee*
- 23 Sarasota County Mobility Fee*

* indicates if the jurisdiction has also rescinded transportation concurrency in their Comprehensive Plan, as provided by the Florida Department of Economic Opportunity (4/2016)

Florida Communities with Mobility Fees

- 23 local governments in Florida have adopted a mobility fee or mobility funding program
 - 16 cities
 - 7 counties
- Several others have researched adopting mobility fees

BACKGROUND

- A **mobility fee** is a transportation system charge on development that allows local governments to assess the proportionate cost of transportation improvements needed to serve the demand generated by development projects.
- Recoups the proportionate cost of transportation demand generated *by new development (but not existing)*
- Benefits of a mobility fee include:
 - Promotes compact, mixed-use, and energy-efficient development
 - Funds planned transportation facilities and services (existing or new), including road capacity improvements
 - Can fund transit and transit-supportive improvements and operations
 - Distributed revenues fairly among benefit district(s)
 - Can be applied at a district, city, and county scale





Advantage of the Mobility Fee

*Increased
flexibility in use of
collected funds
than an impact fee
or a transportation
concurrency and
proportionate
share program*

Background

Table 3: Summary of Notable Programs' Distinguishing Features

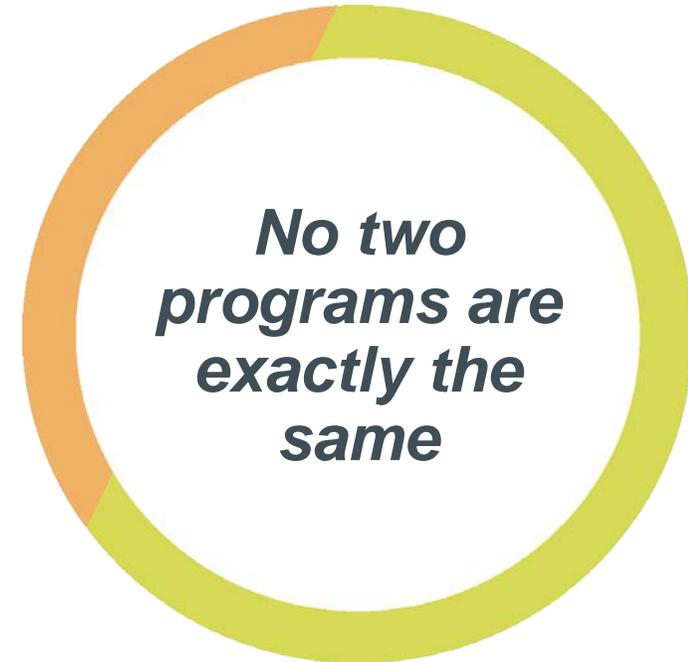
Location	Disposition of expenditures				Cost basis of fee				Trip basis of fee		Credits and discounts	
	Transit-supportive uses	Transit capital	Transit operations	Transit account dedication	Transit capital	Transit operations	Planned projects basis	Un-funded needs	Trips	VMT/PMT	Gas / other tax revenue generation	Design-based discounts/credits
Tarpon Springs	X	X	X		X	X	X		X			
Maitland	X	X			X		X	X		X		
Kissimmee	X	X	X		X	X	X		X			
Ormond Beach	X	X	X	X	X	X	X			X		
Broward County		X		X	X		X			X		X
Jacksonville	X	X			X		X			X		
Sarasota	X	X			X					X	X	
Alachua County	X	X	X		X	X	X	X		X		
Panama City	X	X	X		X	X	X	X				
Boca Raton	X	X	X	X								X
Gainesville	X	X	X	X								
Orlando	X	X										X
Tampa	X	X	X							X	X	
Destin	X								X			
Plant City	X	X					X			X		
Nassau County	X						X			X		
Pasco County	X	X			X		X			X	X	X
Sarasota County	X	X					X			X	X	
Osceola County	X	X					X			X	X	
San Francisco, CA	X	X	X	X	X	X			X			
Portland, OR	X	X			X		X		X			X
Sacramento (Unincorporated) County, CA	X	X					X		X			
Sacramento County, CA	X	X	X						X			
Seattle, WA	X	X			X		X		X			
Bellingham, WA	X						X		X			X

- There is no statutory guidance on how to craft (a mobility fee) regulation and no case law as yet on what constitutes a legally defensible mobility fee regulation.
- Because there is no statutory guidance, a wide variety of mobility fee programs have been developed.

BACKGROUND

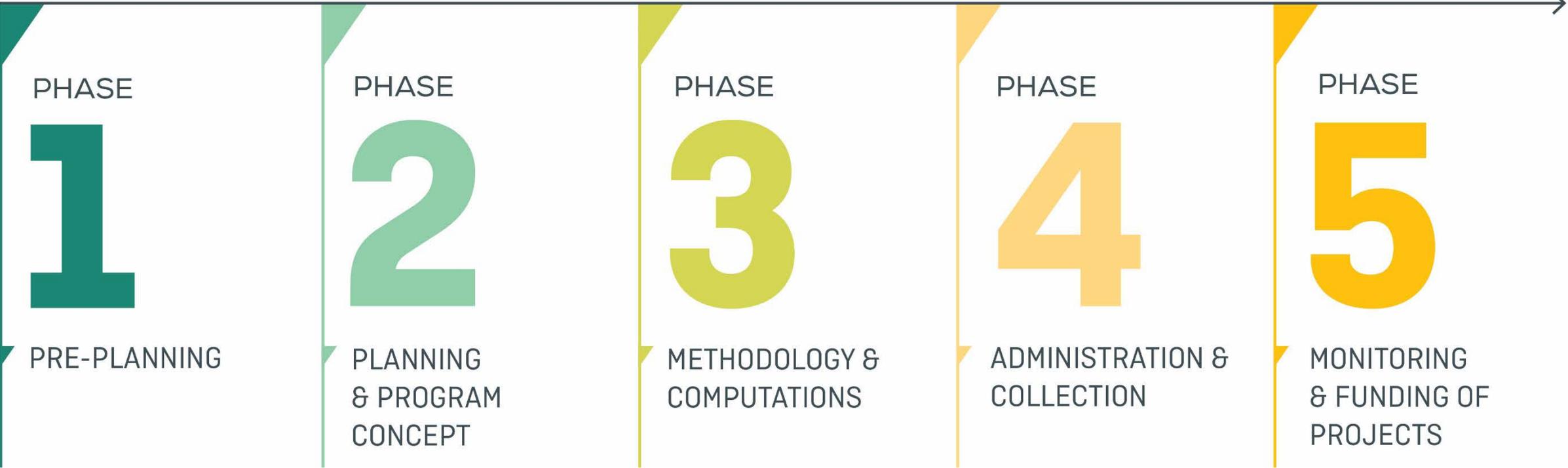
There are a **wide diversity of characteristics of mobility fee programs** in Florida

- Cost Basis – Generally include road, walking and biking. Some include transit capital and operations.
- Trip Basis – Some programs use trip ends generated by new development, while others use number of trips adjusted for trip length
- Disposition of Expenditures – Most fund transit supportive improvements like walking, biking, and transit amenities (i.e. bus shelters). Some fund transit capital and operations.
- Credits and Discounts – Some programs provide a discount for certain design elements in new development. Some programs discount known sources of funding from mobility fees. Includes:
 - Existing capital improvements plans
 - Anticipated gas tax revenue



Background

Phased approach to develop a Mobility Fee



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PHASE 1

PRE-PLANNING

PHASE 1: PRE-PLANNING

Key Considerations for implementing a mobility fee

- Why implement the mobility fee?
 - Support compact development
 - Funding flexibility, including transit funding
 - Increasing overall local transportation funding
 - Alternative to concurrency
- Is the fee feasible?
 - Several factors can influence feasibility such as staff resources or reluctance to change taxes or fees
- Other considerations
 - Analysis of other transportation funding sources
 - Political feasibility
 - Analyze and establish a basis for rational nexus
 - Determine which types of projects should be included

Pasco County implemented a mobility fee to address three key goals:

- *to encourage development in urban areas*
- *to attract job-creating and transit-ready land uses by providing incentives*
- *to provide more flexibility in spending funds on transit, bicycles, and walking*

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PHASE 2

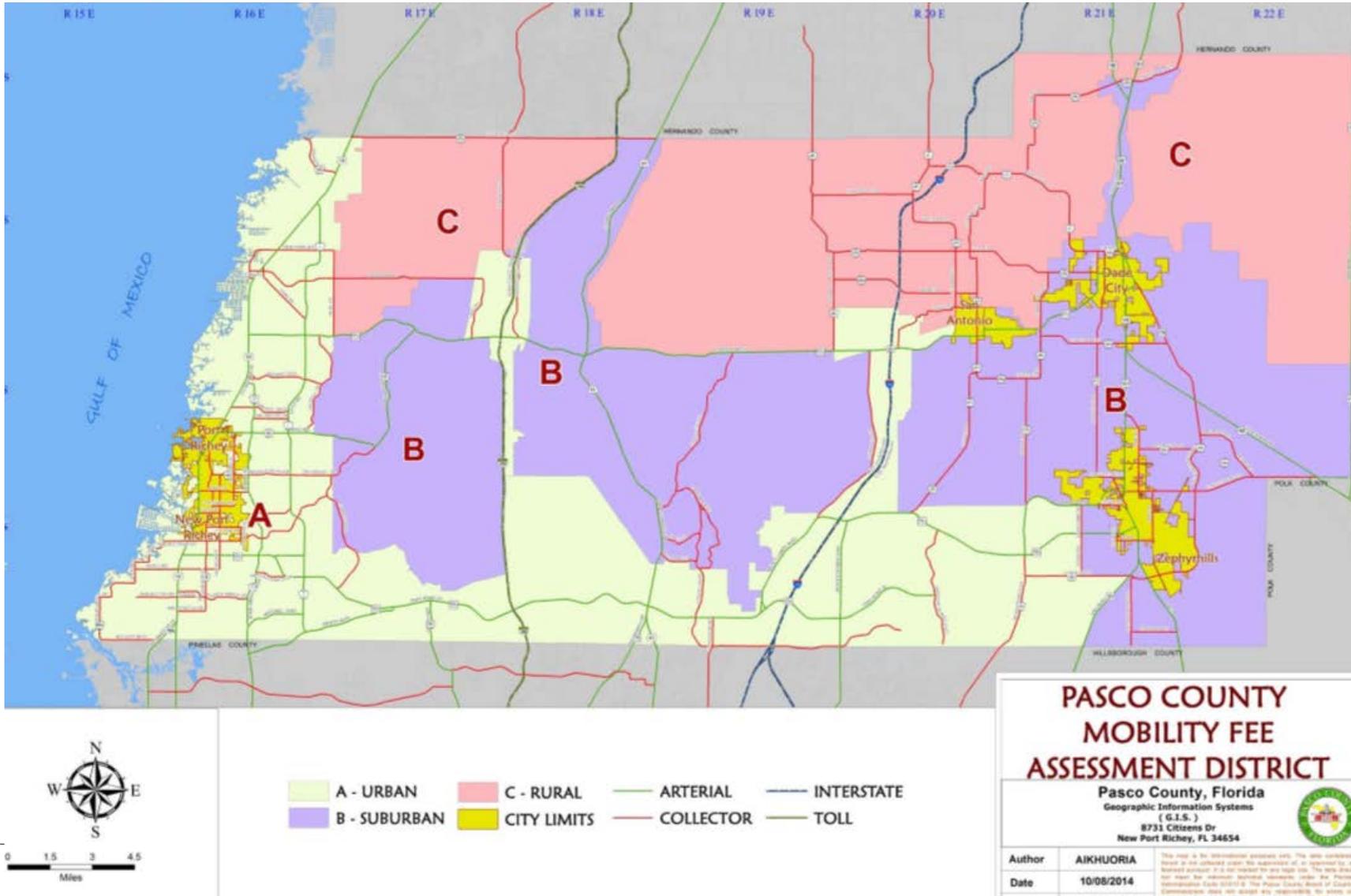
Planning and Program Concept

PHASE 2: PLANNING AND PROGRAM CONCEPT

- Establish the basic parameters
 - Where will the fee be applied and what will it fund?
- Establish geographic area of program
 - Single district or whole local government jurisdiction
 - How will individual districts be created?
 - TAZ; Urban to Rural spectrum; Type of Land use (i.e. mixed use, infill, etc.); within identified corridors or multimodal areas; other ways?
- Establish time frame on which costs are based
- Decide on the trip basis for fee calculations
 - Vehicle or Person Trips, VMT, PMT, Corridor Capacity, MMLOS
 - Most programs are based on VMT or number of trips generated
- Decide on the cost basis
 - Includes all of the projects and services in the specific geographic area over the established timeframe



PHASE 2: PLANNING AND PROGRAM CONCEPT

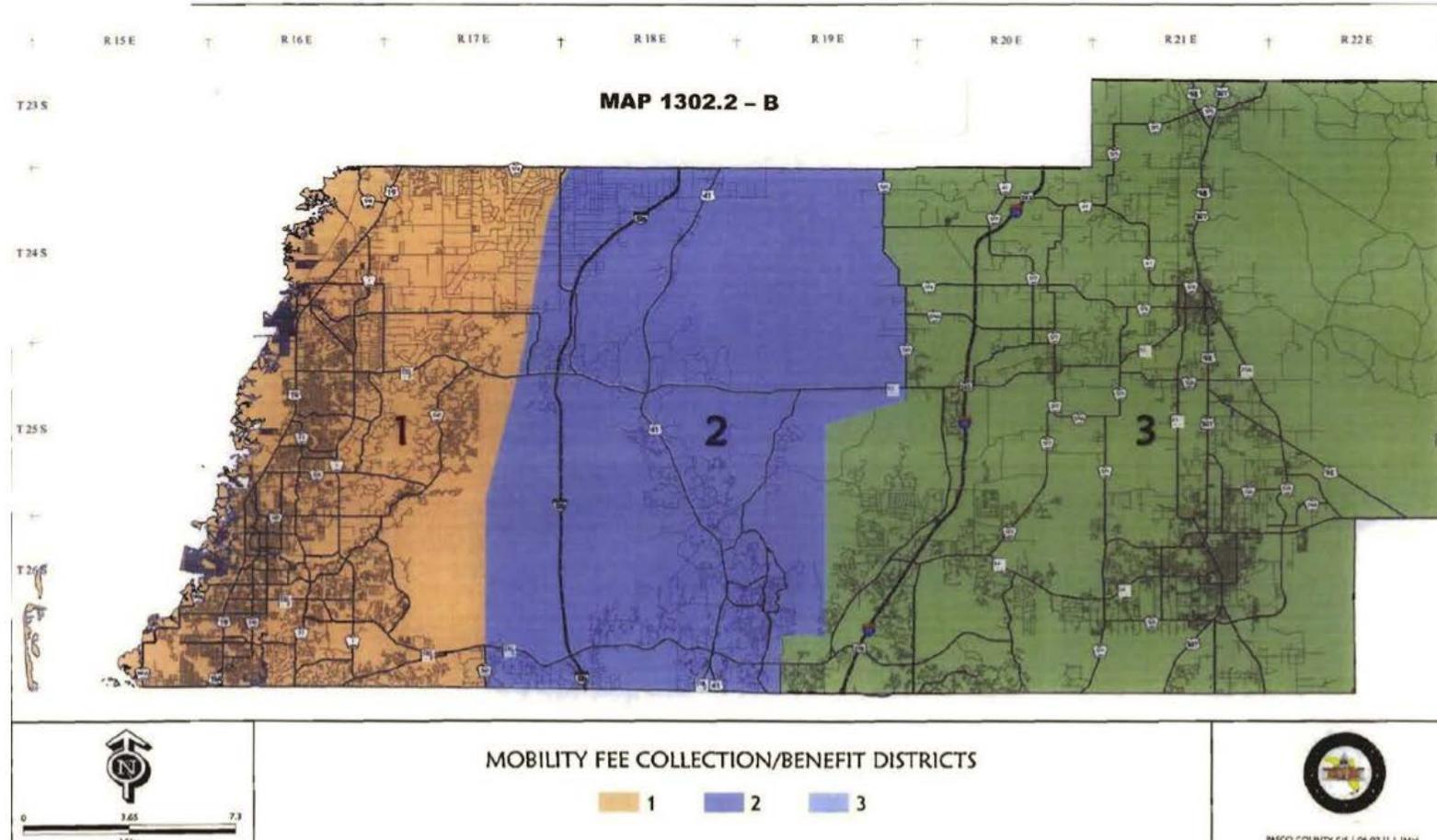


Geographic Area Pasco County

- Divided into 3 assessment districts
 - Urban
 - Suburban
 - Rural

PHASE 2: PLANNING AND PROGRAM CONCEPT

MAP 1302.2-B

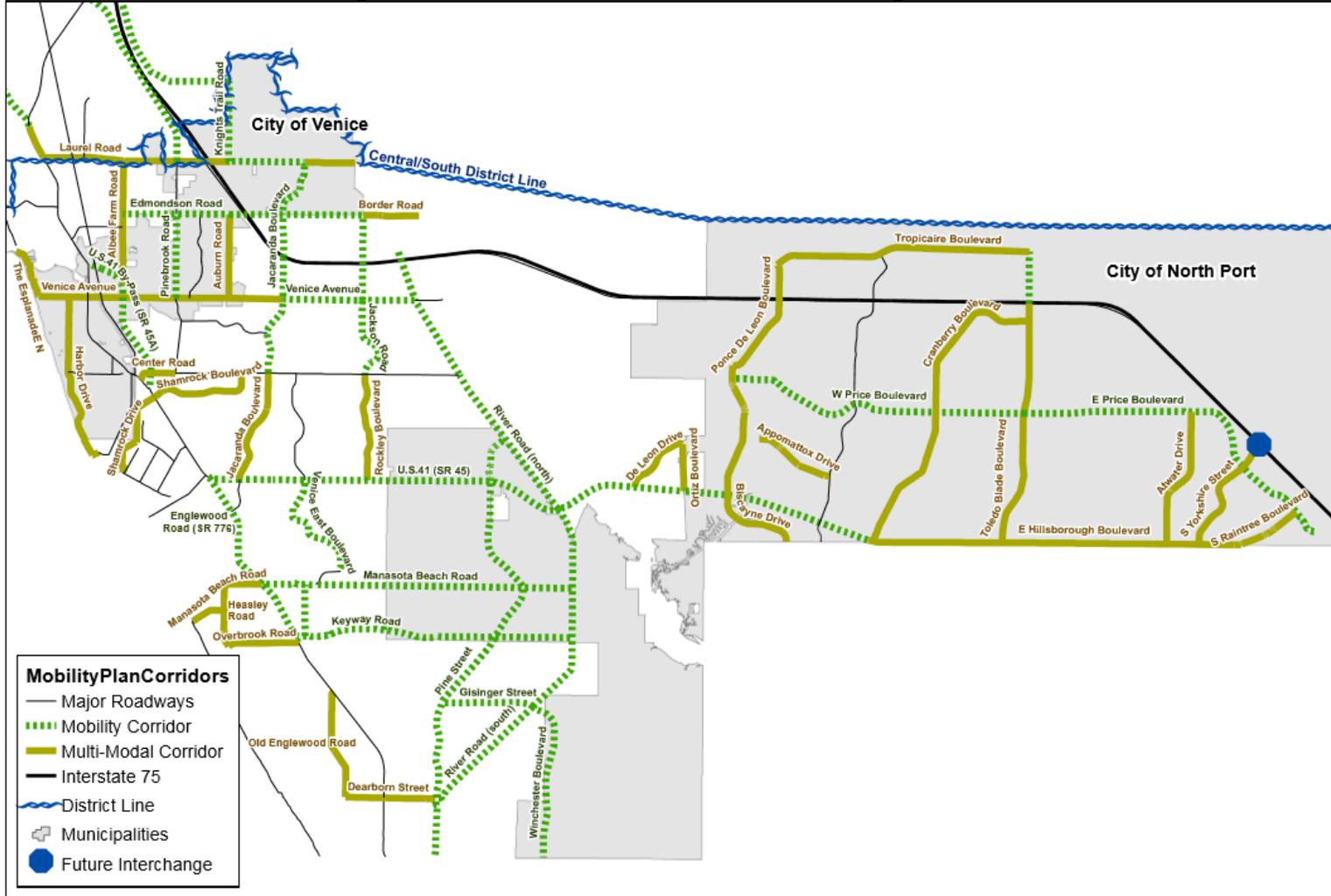


Pasco County

- Collection/Benefit Districts

PHASE 2: PLANNING AND PROGRAM CONCEPT

Mobility Plan Corridors - South Mobility Fee District

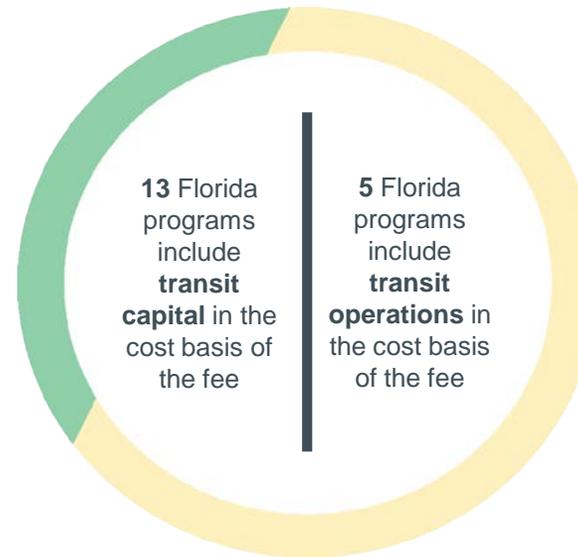


- South
- Central
- North



PHASE 2: PLANNING AND PROGRAM CONCEPT

- Decide on the cost basis
 - Includes all of the projects and services in the specific geographic area over the established timeframe and can include administrative fees
- Decide which projects will be included in the fee
 - Road Improvements
 - Transit supportive improvements
 - Bike and pedestrian infrastructure
 - Transit capital
 - Transit operations
- Involve Transit Agency
 - Decide what level of involvement
 - Develop interlocal agreement to ensure clear rules are established



Jacksonville, Florida included transit in the mobility fee. This includes a streetcar line and an extension of the Skyway, a fully—automated, elevated monorail system

PHASE 2: PLANNING AND PROGRAM CONCEPT

- Establish rational nexus (required by Florida Statutes)
 1. Proportionality between fee charged and demand generated
 2. Connection between the use of the fees and benefit to the new development
- Demonstrate rationale for the mobility fee and anticipated future conditions and projects through one or a combination of plans, including, but not limited to:
 - Comprehensive plan
 - Mobility plan
 - MMTD plan
 - CRA Master Plan
 - Nexus Report
 - Transit Development Plan
 - Multimodal Strategy
- Adopt the fee into the Comprehensive Plan and Land Development Regulations and other plans, where appropriate



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