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SB 360 Article Series:

Factors to be Considered in Transitioning from a Road Impact Fee to a Mobility Fee Executive Summary

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Disclaimer: *The contents of this article represent thoughts gathered from the experience of engineers and planners at TOA, who are practitioners of growth management in Florida. TOA is not a law firm, and the contributors are not attorneys; therefore, the contents should not be considered legal opinions or advice.*

Executive Summary

The passage of SB 360, also known as the Community Renewal Act, on June 1, 2009, created a requirement that the State "evaluate and consider" a mobility fee concept to replace the existing transportation concurrency system. The fee is to "provide for mobility needs, ensure that development mitigates its impacts on the system in approximate proportionality to those impacts, fairly distribute the fee among the governmental entities responsible for maintaining the impacted roadways, and promote compact, mixed-use, and energy-efficient development" (Section 13(1)(a), (b) and (2), F.S. Chapter 2009-96).

Recently, the Center for Urban Transportation Research (CUTR) at the University of South Florida reviewed the mobility fee concept for the Florida Department of Community Affairs (DCA) and published interim documents for review and discussion with its Technical Advisory Group. Tindale-Oliver & Associates, Inc. (TOA), which serves on the Technical Advisory Group, has been at the forefront in interpreting SB 360 and its implications in furthering the development and implementation of the mobility fee concept. A final report documenting the framework for the development of mobility fees in Florida was a joint effort among FDOT, DCA, and CUTR and was submitted to the President of the Florida Senate and Speaker of the House on December 1, 2009, entitled "The Joint Report on the Mobility Fee Methodology Study".

Through documenting recent developments and documentation of the mobility fee concept it is our intent to provide a suggested methodology for a "mobility" fee that deals with providing roadway, transit, bicycle and pedestrian facilities in one calculated fee. The revenues generated by the mobility fee can then be allocated based on future policy regarding modification of the transportation infrastructure providing more latitude for expenditure between modes. Communities that are transitioning towards being more urban with high roadway congestion levels, a larger portion of mobility fee revenues may be dedicated towards the capital costs associated with enhancing the local transit supporting network to facilitate future premium transit services (light rail, bus rapid transit).

This executive summary serves as an overview and comparison of recent publications on mobility fee calculation approaches in Florida. Specifically, the summary will compare the similarities between the CUTR Study and the approach presented by TOA in a paper entitled, "Factors To Be Considered in Transitioning from a Roadway Impact Fee to a Mobility Fee". This comparison will serve to assist readers by enhancing CUTR's Study. This summary identifies the factors involved in transitioning from a primarily roadway-based consumption based impact fee to a multi-modal mobility fee and the dynamics of concepts presented in both publications. The mobility fee is a charge on all new development to provide mitigation for its impact on the transportation system. The basis of the fee is it represents new development's consumption of the existing transportation asset and as such is capital-based. Figure 1 presents a comparison of the CUTR and TOA consumption-based calculations. As shown in figure, the CUTR methodology is primarily roadway-based, however it discusses but does not clearly identify how to calculate the bicycle/pedestrian component and transit facilities capital components. The CUTR methodology includes a transit component that charges new development for transit operations as depicted in Figure 2 that is based on the concept used in the City of Aventura Transportation Mitigation Impact Fee Study. The TOA mobility fee calculation concept charges new development based on the existing value of the transportation capital asset including components for roadway facilities, transit facilities, and bicycle/pedestrian facilities. TOA will address the issue of the dynamics of a one-time payment for transit operating cost in a third white paper that completes the SB 360 Series.

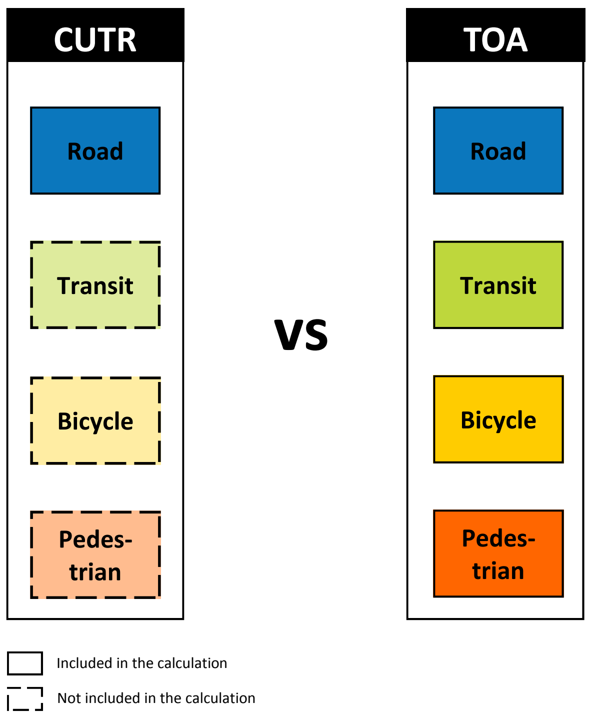

Fig. 1 CUTR vs TOA - Capital Mobility Fee Calculation

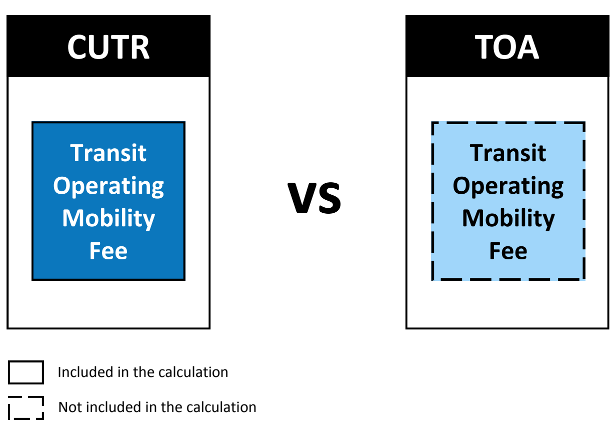

Fig. 2 CUTR vs TOA - Transit Operating Mobility Fee Calculations

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