



STAFF REPORT

City Commission Regular Meeting

February 13, 2025



To: Elected Officials

From: Dale L. Martin, City Manager

Date: February 7, 2025

Item Name: Resolution 2025-13. A Resolution of the City Commission of the City of Flagler Beach accepting a proposal from Neu Urban Concepts to develop a Mobility Action Plan and Mobility Fee for the City of Flagler Beach; providing for conflict and an effective date.

Background: The City Commission has previously expressed interest in establishing a Mobility Fee. This fee, when developed and approved, would be assessed on all new construction, payable in association with the building permit fee.

In order to implement a Mobility Fee, the City must first develop a Mobility Plan to demonstrate the need for additional transportation projects. Efforts to solicit a consultant to prepare a Mobility Plan for the City were generally unsuccessful, until City Attorney Mr. Smith shared with me the efforts of the City of Oviedo with Neu Urban Concepts.

Following an “electronic introduction,” City Planner Lupita McClenning and I had a lengthy discussion and provided documentation to Neu Urban Concepts staff, specifically the Downtown Master Plan and the most current area traffic study completed by the Veranda Bay developers. Using those documents, Neu Urban Concepts has prepared a proposal to develop a Mobility Plan for City Commission consideration.

Ms. Lauren Rushing of Neu Urban Concepts will be available to answer questions and provide additional insight to the process and final products.

Fiscal Impact: Funding for this project (\$140,000) will be drawn from the City’s Infrastructure Surtax Reserve (current balance approximately \$2,125,000)

Staff Recommendation: Staff recommends approval of Resolution 2025-13.

Attachment:

Resolution 2025-11

Correspondence, D. Martin to L. Rushing (Sep 25, 2024)

Correspondence, D. Smith to D. Martin (Jan 9, 2025)

From: Lauren Rushing <lauren@nueurbanconcepts.com>
Sent: Wednesday, September 25, 2024 2:31 PM
To: Dale Martin <dmartin@cityofflaglerbeach.com>
Cc: Lupita McClenning <LMcClenning@cityofflaglerbeach.com>
Subject: External - Re: External - Re: Flagler Beach

You don't often get email from lauren@nueurbanconcepts.com. [Learn why this is important](#)

Caution: This email originated from outside the organization. Do not click or open attachments unless you recognize the sender and know the content is safe.

Hi Dale,

Fernandina Beach is a great place. I briefly crossed paths with their Planning Director Kelly Gibson back in 2016 when I reviewed/assisted (through FDOT) with the Small Area Plan for 8th Street.

Looking at our calendars, next Friday (10/4) works best for us.

I'll send an invite to you and Ms. Lupita for 1pm that day.

Until then, best wishes for staying out of Hurricane Helene's path.

Best,
Lauren

On Wed, Sep 25, 2024 at 11:51 AM Dale Martin <dmartin@cityofflaglerbeach.com> wrote:

Good morning, Ms. Rushing:

Thank you for the prompt response. Referencing Mr. Paul's comments, Lassiter was one of the consultants to whom I reached out, but never received a reply.

As for meeting, this week may be disrupted because of Hurricane Helene (although its actual effects here may be minimal, we still have to prepare).

As for next week, my calendar is fully available on Monday, late afternoon Wednesday, and late morning/all afternoon Friday.

I have added Ms. Lupita McClenning (City Planner) to this discussion. For additional reference, prior to coming to Flagler Beach, I was closer to the Jacksonville area, serving in Fernandina Beach for over seven years.

I look forward to speaking with you soon.

Mr. Dale L. Martin
City Manager
105 S. 2nd Street

From: Lauren Rushing <lauren@nueurbanconcepts.com>

Sent: Wednesday, September 25, 2024 11:43 AM

To: NUE Urban Primary <nueurbanconcepts@gmail.com>

Cc: Dale Martin <dmartin@cityofflaglerbeach.com>

Subject: External - Re: Flagler Beach

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Caution: This email originated from outside the organization. Do not click or open attachments unless you recognize the sender and know the content is safe.

Hi Dale,

It's great to see you have interest in a mobility plan and fee for Flagler Beach.

I'm happy to facilitate a meeting so we can discuss further. Can you please provide us with your availability for the remainder of this week and next week?

I will send a Zoom invite once we can coordinate a time.

Thank you and we look forward to speaking with you.

Best regards,
Lauren Rushing

On Wed, Sep 25, 2024 at 11:28 AM NUE Urban Primary <nueurbanconcepts@gmail.com> wrote:

Hello Dale,

We are very interested.

We are working on or have just completed 15 of these right now from the panhandle to Miami.

We have just successfully taken Oviedo and Longwood to adoption and are wrapping up Okaloosa, DeBary, Palm Beach Gardens, Boynton Beach, and North Miami.

We did St Augustine's three years back. We have done more than any firm in the state. We are always working with Lassiter on Palm Coast road impact fee update.

Please let me know when would be a good time to touch base. I have copied Lauren with my firm, she is out of Jacksonville.

You have my email, my cell is 352-363-0614. We could set-up a zoom call or get on a team call.

Thanks
Jonathan B. Paul, AICP
Principal
NUE Urban Concepts, LLC

On Sep 25, 2024, at 11:09 AM, Dale Martin <dmartin@cityofflaglerbeach.com> wrote:

Good morning:

The City of Flagler Beach is interested in preparing a Mobility Plan and implementing a mobility fee (neither of which have been previously undertaken in the City). I have reached out to several consultants to learn of interest to assist the City, but have not received responses to those inquiries. The City Attorney was aware of your related efforts for the City of Oviedo and encouraged me to contact you.

If interested in learning more about the City of Flagler Beach, please contact me at your convenience.

I look forward to hearing from you.

Mr. Dale L. Martin

City Manager

105 S. 2nd Street

Flagler Beach, FL 32136

O: (386) 517-2000 x222 M: (904) 557-5047

Dale Martin

From: Drew Smith <dsmith@shepardfirm.com>
Sent: Thursday, January 9, 2025 11:35 AM
To: Dale Martin
Subject: External - RE: External - Flagler Beach Mobility Action Plan & Fee Scope

Caution: This email originated from outside the organization. Do not click or open attachments unless you recognize the sender and know the content is safe.

Dale,

The Infrastructure surtax proceeds do have some limitations. They have to 1) be used on infrastructure, which in the definition used for the surtax statutes means: "any fixed capital expenditure or fixed capital costs associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years and any land acquisition, land improvement, design, and engineering costs related thereto" and 2) be included within the stated purposes of the surtax when it was put out to referendum by the County.

The County's stated purpose for the surtax is "To provide the funding for necessary public capital projects, Flagler County and its cities require additional revenue. The proposed revenue source is a ten (10) year 0.5 cent (0.5¢) per dollar sales surtax on taxable transactions occurring within Flagler County. These revenues would be used for funding public projects and improvements such as the renovation, reconstruction and construction of roads, streets, pedestrian safety projects, motor vehicles, public buildings and associated capital facilities throughout Flagler County." I think the inclusion of roads, streets, pedestrian safety projects, and motor vehicles is enough to include mobility *projects* as an allowable use. In addition, in 2012, we asked for an Attorney General Opinion on behalf of the City if the surtax proceeds could be used for planning expenses related to beach improvement. While the Attorney General suggested the purpose statement was not broad enough to include beach restoration activities, she did opine that *design and planning* expenses related to construction of covered infrastructure would be allowed.

With that in mind, infrastructure surtax proceeds could be used to pay the costs of actual design and planning of mobility infrastructure. The question that remains is whether the mobility plan is far enough along the road of design and planning of infrastructure to fall into that allowance. Reviewing the proposal, I think we can certainly call it planning. What I don't know and where I have some reservations, though, is how much actual design of infrastructure we would get out of it. If the plan is going to be "these are things that you could do," I would lean away from using infrastructure surtax. If, however, the plan is going to be (and the proposal reads this way to me) step one in planning the implementation of a transportation infrastructure improvement plan that will be implemented by the City, I think that would bring us into the realm of "design and planning" of actual infrastructure to be constructed.

Drew

D. ANDREW SMITH, III | ATTORNEY AT LAW
BOARD CERTIFIED - CITY, COUNTY & LOCAL GOVERNMENT LAW



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From: Dale Martin <dmartin@cityofflaglerbeach.com>
Sent: Thursday, January 9, 2025 10:44 AM
To: Drew Smith <dsmith@shepardfirm.com>
Cc: Rhonda <rallen@CityofFlaglerBeach.com>; Hollie Harlan <HHarlan@cityofflaglerbeach.com>; Lupita McClenning <LMcClenning@cityofflaglerbeach.com>
Subject: FW: External - Flagler Beach Mobility Action Plan & Fee Scope

Good morning, Drew:

Please see the attached proposal received to prepare a Mobility Plan (with the intent to develop and implement a Mobility Impact Fee).

Ms. Allen has indicated that the City has sufficient funds received from the State (identified as Infrastructure Surtax). Are you aware of any restrictions on the use of these funds or can I present these funds as a funding source to the City Commission?

Thank you for your review.

Mr. Dale L. Martin
City Manager
105 S. 2nd Street
Flagler Beach, FL 32136
O: (386) 517-2000 x222 M: (904) 557-5047



RESOLUTION 2025-13

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF
FLAGLER BEACH ACCEPTING A PROPOSAL FROM NEU URBAN
CONCEPTS TO DEVELOP A MOBILITY ACTION PLAN AND MOBILITY
FEE FOR THE CITY OF FLAGLER BEACH; PROVIDING FOR CONFLICT
AND AN EFFECTIVE DATE.**

WHEREAS, the City Commission requested the City Manager proceed with obtaining consultant(s) to develop a Mobility Action Plan and Impact Fee; and

WHEREAS, following an introduction and discussion with Neu Urban Concepts, including a review of previously completed Mobility Plans and conversations with other engaged municipalities, Neu Urban Concepts was invited to prepare and present a proposal to assist the City of Flagler Beach to develop a Mobility Plan; and,

WHEREAS, the Neu Urban Concept Proposal is attach as Exhibit A; and,

WHEREAS, funding to support the cost of the Neu Urban Concept proposal with be drawn from the City’s Infrastructure Surtax Reserve; and,

NOW THEREFORE BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, AS FOLLOWS:

SECTION 1. The City of Flagler Beach City Commission approves the proposal submitted by New Urban Concepts in an amount not to exceed \$140,000 for the scope of work and services described in Exhibit A.

SECTION 2. The City Commission authorizes City Staff to issue a Notice to Proceed.

SECTION 3. All resolutions or parts of resolutions in conflict herewith be and the same are hereby repealed.

SECTION 4. This Resolution shall become effective immediately upon passage as provided by law.

PASSED AND ADOPTED THIS 13th DAY OF FEBRUARY, 2025.

CITY OF FLAGLER BEACH, FLORIDA
CITY COMMISSION

ATTEST:

Patti King, Mayor

Penny Overstreet, City Clerk

Attachment:
Exhibit A



2000 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408
352-363-0614 (c) 833-682-8484 (o)
www.nueurbanconcepts.com
nueurbanconcepts@gmail.com

November 21st, 2024

Dale Martin
City Manager
City of Flagler Beach
105 S. 2nd Street
Flagler Beach, FL 32136

RE: MOBILITY ACTION PLAN & MOBILITY FEE FOR FLAGLER BEACH

NUE Urban Concepts (NUC) **(Consultant)** is pleased to provide a scope of service to develop a mobility action plan and mobility fee for the City of Flagler Beach **(City)**. An adopted mobility action plan would serve as the basis for development of a mobility fee. The mobility action plan will set the framework for follow-on actions to be undertaken by the City. The mobility action plan will also incorporate projects, to the extent they are still priorities, identified in other adopted plans, such as a Downtown Master Plan or Long Range Transportation Plan.

One of the concepts that could be incorporated into the mobility action plan would be the concept of a park once environment, with the potential for transit circulators on both land and water. The other concept will include a recommendation for street quality of service (QOS) standards, based on posted speed limits, that could replace roadway level of service standards for City Streets and establish the framework for implementation of low speed shared streets between the Matanzas River and the Atlantic.

A mobility fee is a one-time fee charged to new development and redevelopment to mitigate any transportation impacts from that development. The adoption of a mobility fee would serve as an alternative to transportation concurrency and proportionate share. The mobility fee would provide Flagler Beach with a revenue funding source that it controls and prioritizes based on the projects identified in the mobility action plan. One concept that has worked well in other beach front communities is basing residential fees on square footage, versus per dwelling unit, to account for tear downs and impacts from building larger units. Another concept is assessing vacation rentals per room, excluding kitchens and baths, similar to other overnight accommodations, as opposed to per dwelling unit.

The development of a mobility action plan and mobility fee will require follow-on initiatives (aka actions) to develop administration, implementation, and funding steps for the mobility projects. Some of these initiatives are included as additional tasks, others would be undertaken by the City as part of day to day administration and implementation. Many of these initiatives can be funded either from collected mobility fees or from a service charge based on a study that is applied to mobility fees to help off-set the cost to administer, implement, and update mobility fees consistent with case law and Florida Statute.

HB 479 was adopted by the Florida Legislature this past session and went into effect on October 1st, 2024. HB 479 updated the criteria for development of a mobility plan and a mobility fee. HB 479 also requires that municipalities and counties negotiate the mitigation of transportation impacts, where both local governments attempt to collect a transportation mitigation fee from one development. Since Flagler County does not require the City to collect its transportation impact fee, this provision of HB 479 would not apply to the City. However, it may be prudent for the City to consider what would occur should the County attempt to collect a transportation mitigation fee.

The final deliverable for the Mobility Action Plan & Mobility Fee will consist of **1) a Mobility Action Plan; 2) a Mobility Fee Technical Report; and 3) a Mobility Fee ordinance.** Through a separate additional task, the mobility action plan would need to be incorporated into the Comprehensive Plan, either through inclusion of plans and projects or as an implementing measure of the Comprehensive Plan.

The scope of service identifies primary tasks and subtasks. The scope of service also includes a cost, and hours estimate per primary task. The scope of service is as follows:

MOBILITY SCOPE OF SERVICE:

TASK 1: MOBILITY ACTION PLAN DEVELOPMENT

TASK 1.1 – DATA & PLAN REVIEW: The Consultant will review existing GIS and other available data and resources provided by the City including the Comprehensive Plan and Capital Improvements Program, the FDOT Transportation Improvement Program, the River to Sea TPO Long Range Transportation Plan, the 2006 Downtown Master Plan, the Veranda Bay Traffic Impact Analysis, and other relevant plans identified by Flagler Beach staff. The review will identify funded and unfunded mobility projects proposed or planned within and adjacent to the City of Flagler Beach.

TASK 1.2 – DATA COLLECTION: The Consultant will collect and compile existing traffic characteristics data for functionally classified arterial and collector roads from the City, County, and FDOT into a traffic characteristics report. The data will include the number of travel lanes, AADT, functional classification, length of segment, speed limits, and LOS Standards. ***Additional traffic counts may be needed if the City does not currently have traffic counts for functionally classified City roads. If traffic counts are not available, an addendum will be required to collect the counts or have the City collect the counts through other means.***

TASK 1.3 – IDENTIFY MOBILITY ACTION PLAN PROJECTS: The Consultant will explore innovative solutions to providing a safe, connected, and integrated multimodal transportation system that moves people whether they are walking, bicycling, riding golf carts or a transit circulator, or driving a vehicle.

The Consultant will incorporate projects identified through Task 1.1. The Consultant will also identify up to ten (10) unique projects and up to fifteen (15) generalized (catch-all) mobility action plan projects not currently identified through Task 1.1 (e.g., Construct high visibility mid-block crossings at up to 10 locations within the City).

All projects will be coordinated with City Staff. The consultant, as part of the 10 mobility action plan projects, will recommend projects for creation of a park once environment as a follow-on initiative and establishment of street QOS standards to promote establishment of low speed shared streets.

The Consultant will review the Veranda Bay Traffic Impact Analysis and evaluate whether additional off-site improvements will be necessary to accommodate the future annexation of the +/- 900 acre proposed development into the City of Flagler Beach as part of the 10 unique projects.

The Consultant will develop GIS map(s) of identified mobility action plan projects.

TASK 1.4 – MOBILITY ACTION PLAN PROJECT COST: The Consultant will prepare planning level cost estimates for the mobility action plan projects. The planning level cost for the proposed mobility action plan projects will be based on the most recent and localized data as required by Florida Statute. ***The City shall provide any current cost associated with planning, design right-of-way, inspection, landscape, streetscape, utility relocation, stormwater, and construction cost from any recent multimodal projects.***

TASK 1.5 – ESTABLISH MULTIMODAL CAPACITIES: The Consultant will calculate multimodal capacities for projects to be included in the mobility action plan. Multimodal capacities are necessary to ensure mobility projects are adequate to accommodate future travel demand and new development is not charged more than its fair share. The multimodal capacities will also be used in the mobility fee calculations.

Deliverables: (1) Mobility Action Plan with table that includes project, description, planning level cost estimate, multimodal capacity, and time frames for prioritization. (2) Maps of the location of mobility action plan projects.

TASK 2: MOBILITY FEE DEVELOPMENT

TASK 2.1 – MOBILITY FEE SCHEDULE: The Consultant will evaluate the City's Future Land Use Map, and existing development patterns and develop a proposed schedule of land uses. The City will feature a single assessment area and a single benefit district. ***Additional mobility fee schedule alternatives, multiple assessment areas, or multiple benefit districts would be considered an additional service.***

TASK 2.2 – PROJECT FUTURE GROWTH: The Consultant will evaluate the latest Central Florida Regional Planning Model (CFRPM) to obtain base year and future year vehicle miles of travel (VMT) data. The calculated growth rate would then be used to project travel demand (aka VMT) out to 2045.

TAZ data from the Central Florida Regional Planning Model (CFRPM) will be used to obtain population and employment projections to demonstrate future growth and need as required to meet the first part of the dual rational nexus test. The VMT (aka travel demand) data will be used for planning and to calculate a mobility fee.

TASK 2.3 – PERSON MILES OF TRAVEL (PMT) Factor: The Consultant will develop a person miles of travel (PMT) factor to convert vehicle miles of travel to person miles of travel to account for multiple modes of travel within the City. The PMT factor will be based upon the 2022 National Household Travel Survey. The PMT factor will be used to establish a person miles of travel rate to be used in the mobility fee calculation and the new growth evaluation to ensure new development is not being charged more than its fair share of the cost of mobility action plan projects.

TASK 2.4 – BACKLOG EVALUATION: The Consultant will conduct an existing areawide level of service analysis for the study area network. The evaluation will be conducted to ensure new growth is not paying for existing deficiencies.

TASK 2.5 – NEW GROWTH EVALUATION: The Consultant will conduct a new growth evaluation based on the projected increase in person miles of travel using the VMT data, the PMT factor and the increase in multimodal capacity. The analysis will be utilized to develop a new growth evaluation factor to demonstrate that new growth is not being charged for more than its fair share of projects.

TASK 2.6 – REVENUE ADJUSTMENTS: The Consultant will evaluate existing funding sources for multimodal projects. Case law requires that existing funding for multimodal projects is factored into the mobility fee. Funding may include sales tax, gas tax, special assessments and grants that are reasonably available to fund the multimodal improvements. Revenue funding adjustments will be developed based on whole dollar funding availability to reduce overall cost.

TASK 2.7 – PERSON MILES OF CAPACITY (PMC) RATE: The Consultant will develop a person mile of capacity rate based upon the cost of mobility action plan projects, with adjustments for deficiencies, new growth, and available revenues. The rate will be divided by the increase in person miles of travel based on the regional travel demand model.

TASK 2.8 – PERSON TRAVEL DEMAND (PTD) FOR LAND USES: The Consultant will calculate a person travel demand (PTD) for each land use identified in the mobility fee schedule for travel within the City. The PTD will be based on trip generation rates, adjusted for pass-by and internal capture, adjustments for limited access facilities, origin and destination, and person trips and trip lengths from the 2022 National Household Travel Survey Data, adjusted for local conditions and City travel.

TASK 2.9 – CALCULATE THE MOBILITY FEE: The Consultant will develop a mobility fee schedule based on the data and analysis from prior tasks. The mobility fee schedule will include the applicable units of measure and the mobility fee rates to be assessed per land use. **The mobility fee will address all requirements of HB 479.**

TASK 2.10 - MOBILITY FEE TECHNICAL REPORT: A technical report will document the methodology and data used to develop the mobility action plan and the mobility fee. The technical report will provide the factual basis to demonstrate the mobility action plan and mobility fee meets legal and statutory requirements. The report will include an in-depth legal review and include definitions and future recommendations.

Deliverable: Mobility Fee Technical Report documenting the methodology used to develop the Mobility Fee Schedule.

TASK 3: MOBILITY FEE ORDINANCE

The Consultant will assist the City with development of a mobility fee implementing ordinance. The Consultant shall take the lead in development of the ordinance with assistance from the City Attorney. The Mobility Fee Ordinance provides the legal basis to enact a mobility fee and allows the City to begin to assess new development for its multimodal travel impact. ***The City will provide the title block, the Code or Ordinance or Land Development Article, Section and Chapter location, and an Ordinance format with the ordinance formatting detailed in a word document.***

Deliverable: Mobility Fee Ordinance.

TASK 4: BUSINESS IMPACT STATEMENT

The consultant will develop a “Business Impact Statement” for the Mobility Fee Ordinance as required by Florida Statute including information such as the proposed ordinance’s purpose, estimated economic impact on businesses, and compliance costs.

TASK 5: MEETINGS, PUBLIC HEARINGS & WORKSHOPS

TASK 5.1 - PRESENTATIONS: The Consultant shall prepare presentations as required for meetings, hearings, and workshops.

TASK 5.2 - CONFERENCE CALLS: The Consultant shall participate in conference calls scheduled by the City or as requested by the City.

TASK 5.3 – IN-PERSON MEETINGS: Consultant will participate in a maximum of five (5) in person meetings, with one (1) consultant team members consisting of some combination of: staff meetings, public workshops, community outreach, hearings, and coordination with governmental and transportation partners. Additional team members will attend virtually.

All outreach materials, advertisement, social media engagement, meeting locations, food and beverage, meeting set-ups, and meeting logistics is the responsibility of the City.

Hours for meetings, hearings, and workshops shall be based on the time, including travel, allocated for preparation and participation in meetings. There will be a maximum number of hours allocated. If the City utilizes the allotment of hours, then the scope will require an amendment to address the need for additional hours.

Final Deliverables:

- (1) Mobility Action Plan
- (2) Mobility Fee Technical Report
- (3) Mobility Fee Ordinance
- (4) Business Impact Statement

All deliverables are in an electronic format only. No hardcopy materials are included in this scope.

CALENDAR

Florida Statute requires that the Study be completed, and the fee adopted within one year from the date that the study commenced.

Scope Cost: The cost per hour is based on a rate of \$200 per hour. The total number of projected hours is up to 700 and the total cost is not to exceed \$140,000. Of that total, 100 hours and \$20,000, is for meetings, hearings and public workshops, which is fairly typical for this type of service.

TASK #	TASK	HOURS	COST
1	MOBILITY ACTION PLAN DEVELOPMENT	230	\$46,000
2	MOBILITY FEE DEVELOPMENT	250	\$50,000
3	MOBILITY FEE ORDINANCE	100	\$20,000
4	BUSINESS IMPACT STATEMENT	20	\$4,000
5	MEETINGS, HEARINGS & PUBLIC WORKSHOPS	100	\$20,000
Total		700	140,000

ADDITIONAL TASK (NOT COVERED IN THE SCOPE):

COMPREHENSIVE PLAN AMENDMENT: The Consultant will integrate the mobility action plan and mobility fee into the Comprehensive Plan. The Consultant will also update goals, objectives, and policies (GOP's) to ensure consistency with Florida Statute. The amendment will include an overview behind the amended GOPs and the necessary data inventory and analysis. **Hours Estimate: (130 hours, includes Planning Board, transmittal & adoption hearings, and response to agency comments)**

Note: This is a follow on task to be completed within one (1) year from date of adoption to insure internal consistency. Staff would advertise Comprehensive Plan Amendment hearings and formally submit the amendment to Florida Commerce. The consultant would assist with the staff report, support documentation and the ordinance.

ADDITIONAL TASK CONSIDERATIONS (NOT COVERED IN THE SCOPE):

Tasks included in the scope above are legally and statutorily required tasks. The following are tasks requested by local governments to compliment the day-to-day assessment, administration, and implementation of a mobility action plan and mobility fee. The following are related to the Mobility Action Plan and Mobility Fee:

PARKING ONCE ENVIRONEMNT: The Consultant will further refine the components to create a park once environment with recommendations on phasing of parking and ideal locations for a potential parking structure. Planning for transit circulation via low speed electric vehicles and multi-passenger water borne vehicles (aka water taxi) will be incorporated into planning for a park once environment. The planning initiative will also include recommendations for variable message signs related to parking availability.

Hours Estimate: (100 to 150 hours)

PARKING MANAGEMENT STRATEGIES: The Consultant will develop parking and curbside management strategies to include dynamic pricing, time of day restrictions, residential parking permit programs, visitor parking passes for overnight accommodations and coordinating with the State to regulate on-street parking. Coordination with the County may also include development of a County resident program to pay for beach parking. While there is some potential overlap with creating a park once environment, this program is more focused on capturing revenue for ongoing parking demand and developing a program that protects City residents. **Hours Estimate: (100 to 150 hours)**

LOW SPEED SHARED STREETS PROGRAM: The Consultant will develop a low speed shared streets program for City Streets east of the Matanzas River. This program will integrate Street Quality of Service (QOS) Standards and allow for the City to lower speed limits on City Streets (the State sets speed limits on State Roads). The speed limits could range between 15 MPH to 25 MPH, with 20 MPH being a representative speed limit.

Just posting speed limits won't result in a reduction in speeds. There are geometric and physical changes that will be needed to existing ROW. Some involve traffic calming techniques through physical vertical deflection (aka chicane, mini roundabout, raised intersection) other involve horizontal changes through pavement markings that limit effective pavement width. Some local governments elect to go as far as conversion of streets to one-way pairs and adding either dedicated spaces for bicycles, golf carts, and scooters, or the addition of metered on-street parking to help off-set maintenance cost and pay for improvements. **Hours Estimate: (125 to 175 hours)**

FINANCE COORDINATION: Florida Statute requires that Mobility Fees be maintained in separate funding accounts to allow for annual auditing. In addition, there are legal requirements regarding the collection and expenditure of Mobility Fee funds and the ability to audit said expenditures. Coordination is required with Finance and Accounting and Budgeting Departments to ensure fund accounts are consistent with the adopted ordinance and Statutory requirements. **Hours Estimate: (10 to 15 hours)**

BUILDING PERMIT INTEGRATION: The City's permit system may need to be updated to process the collection of mobility fees. Some permit systems are relatively simple and can be accommodated through simple look up tables and excel spreadsheets. Other permit systems are propriety and require coordination with third party vendors to initiate updates. Permit clerks may need to be trained, and a process established for quality control checks. The Building Permit Department is also the front-line interaction with the development community. There is oftentimes further outreach done with the development community and builders during the implementation stage. Florida Statute requires a minimum of 90 days between the adoption of a Fee Implementing Ordinance and collection of the Fee, unless the fee is lower than existing fees. **Hours Estimate: (15 to 20 hours)**

SITE / MOBILITY IMPACT ANALYSIS REQUIREMENTS: The City would be eliminating transportation concurrency through adoption of a mobility action plan and mobility fee. The City may wish to consider developing site / mobility impact analysis requirements as a replacement of traffic impact analysis. These requirements address site related turn lanes, traffic control devices, trip generation, driveway design, access management, on-site and off-site multimodal improvements, internal circulation, and parking. While these requirements can be included in Land Development Regulations, they are also provided as separate stand-alone requirements. **Hours Estimate: (100 to 150 hours)**

ADMINISTRATIVE MANUAL: There are many day-to-day administrative items that arise in the assessment and collection of fees. Some local governments have developed an administrative manual to address these issues. The manual often includes forms, review fees for special request related to credit, determinations, and offsets. The manual also provides consistency in implementation to address changes in Staff administering the ordinance and provides back-up to permit clerks and interim administrators should the individual(s) tasked with implementing the Fee not be available. Florida Statute has placed the burden on local governments to defend not only its Fee but also its administration


Hours Estimate: (125 to 150 hours).

ADMINISTRATIVE SERVICE CHARGES: To relieve impact to the general fund, local governments frequently develop administrative service charges and fees to administer and implement the mobility fee. Florida Statute requires service charges not exceed the cost to fully administer a mobility fee. NUE Urban Concepts can prepare a report documenting the cost to administer and implement a mobility fee **Hours Estimate: (75 to 100 hours).**

INTERLOCAL AGREEMENT: The Consultant will assist the City with developing an interlocal agreement with Flagler County. The interlocal update would include any mobility fees to be set aside for County Roads and County impact fees to be set aside for City Roads. The update would also identify the County Road projects for which the mobility fees would be expended and the City Roads for which County impact fees would be required. The interlocal agreement would address requirements of HB 479. **Hours Estimate: (100 to 125 hours).**

Thank you for your consideration of this first draft scope of services. Please let me know if have any questions.

Sincerely,


Jonathan B. Paul, AICP
Principal

FLAGLER BEACH

Introduction to Mobility Plans & Fees

Lauren Rushing, AICP

Transportation Planner, NUE Urban Concepts





Jonathan B. Paul, AICP Lauren Rushing, AICP

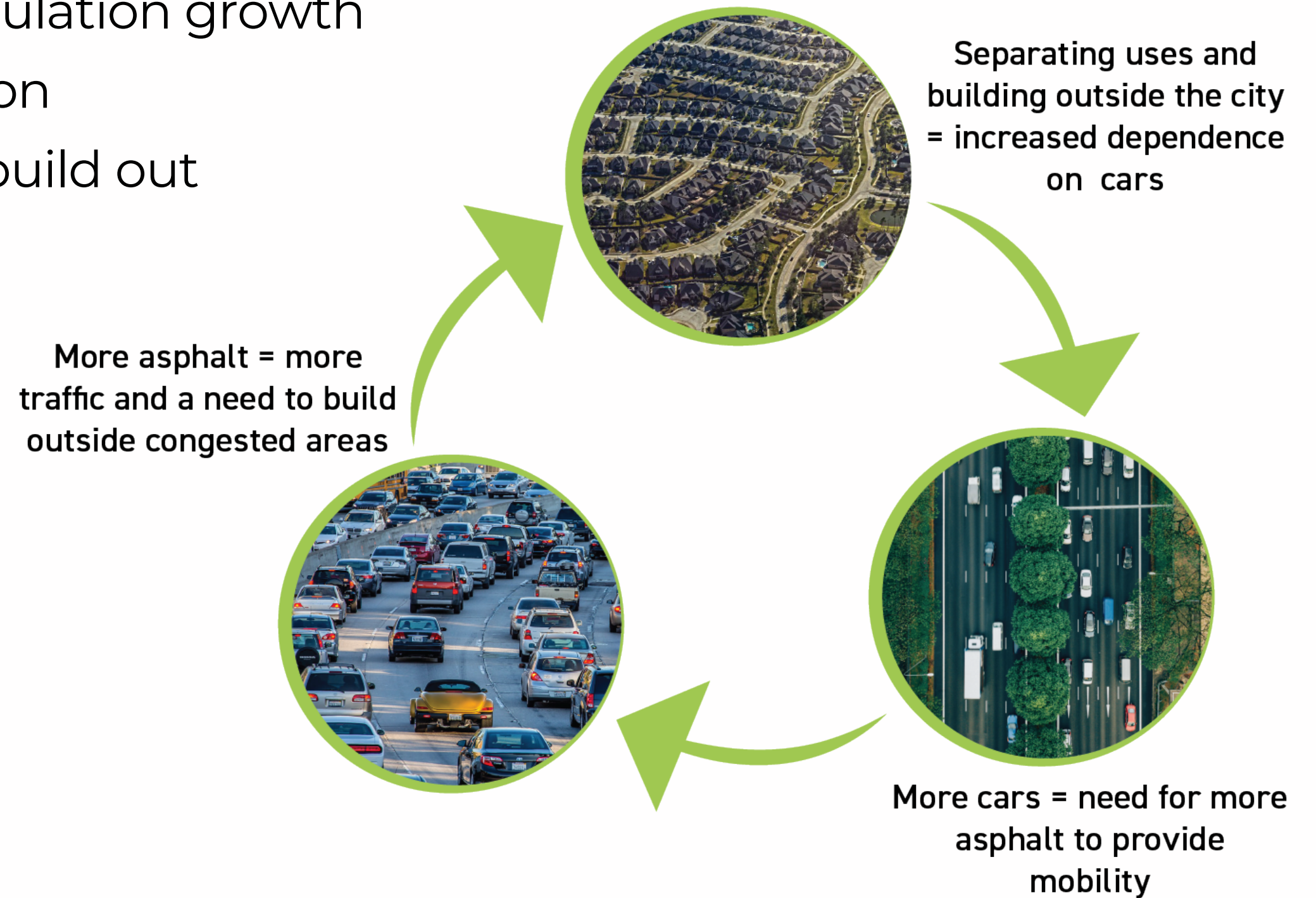
- 35 years of land use, transportation & impact fee/mobility fee experience
- Served as Concurrency & Impact Fee Manager for Alachua County
- Created 1st Mobility Plan & Mobility Fee in FL
- Developed more Mobility Plans & Fees (or alternative mobility funding systems) than any other firm in FL



Vicious Cycle of Induced Demand

- Florida has experienced rapid population growth
- Unprecedented levels of congestion
- Many communities are reaching build out

How can Flagler Beach prevent the issues other communities are facing?



EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA

MUNICIPALITIES

1. Altamonte Springs Mobility Fee**
2. Boca Raton Planned Mobility Developments
3. Bradenton Mobility Fee**
4. Casselberry Mobility Fee
5. Dade City Multimodal Transportation Impact Fee**
6. DeBary Mobility Fee**
7. Destin Multimodal Transportation District*
8. Edgewater Mobility Fee
9. Gainesville Transportation Mobility Program
10. Indiantown Mobility Fee**
11. Jacksonville/Duval County Mobility Fee*
12. Jacksonville Beach Mobility Fee
13. Kissimmee Multimodal Transportation District*
14. Lake Park Mobility Fee**
15. Lake Wales Multimodal Transportation Impact Fee**
16. Lakeland Multimodal Transportation Impact Fee
17. Longboat Key Mobility Fee**
18. Longwood Mobility Fee**
19. Maitland Mobility Fee**
20. Miami Beach Mobility Fee**
21. Miami Lakes Mobility Fee
22. North Miami Mobility Fee**
23. Orlando Multimodal Transportation Impact Fee
24. Ormond Beach Mobility Fee
25. Oviedo Mobility Fee**
26. Palm Beach Gardens Mobility Fee**
27. Panama City Multimodal Transportation District
28. Plant City Transportation Mobility Fee
29. Port St. Lucie Mobility Fee**

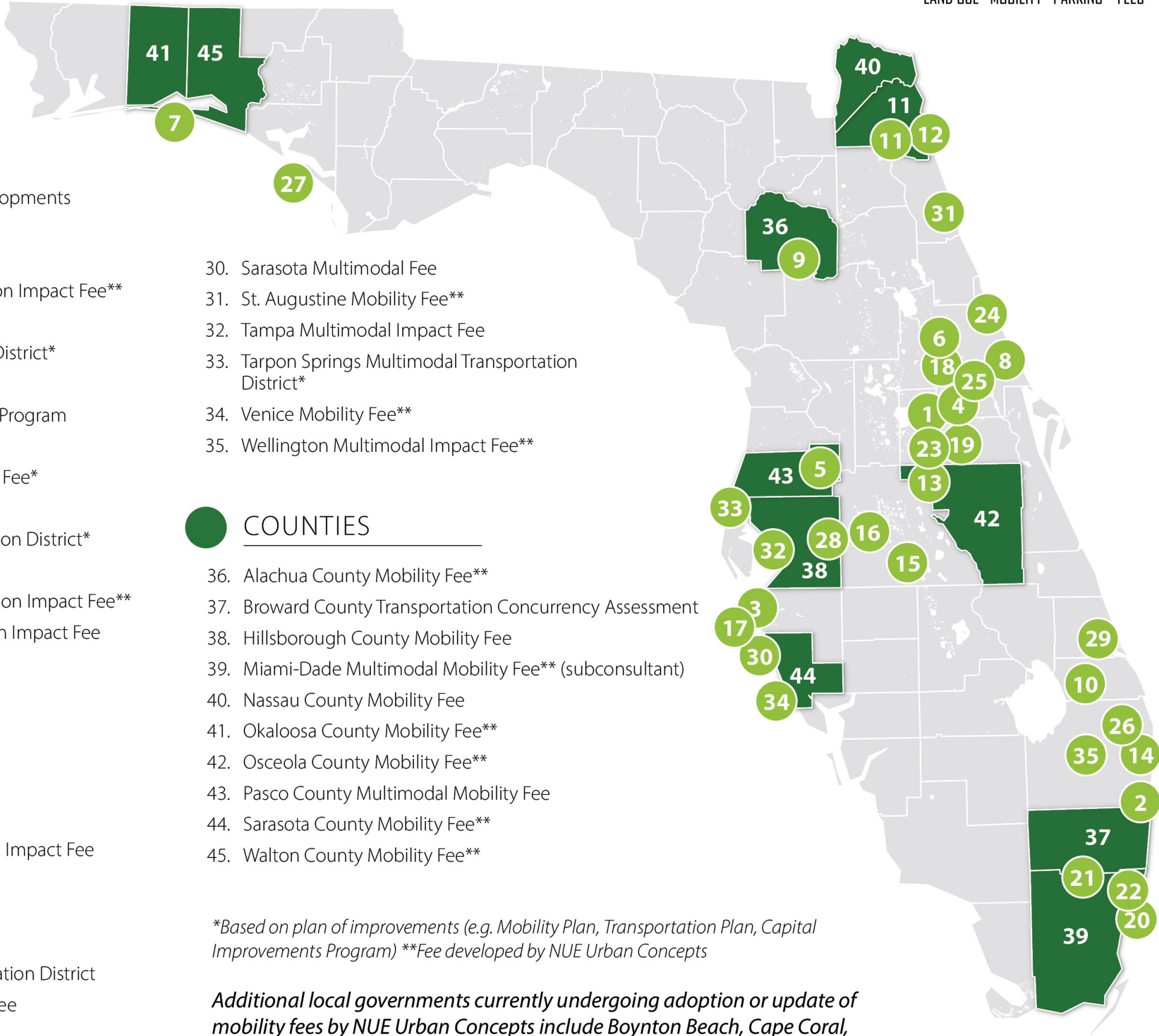
30. Sarasota Multimodal Fee
31. St. Augustine Mobility Fee**
32. Tampa Multimodal Impact Fee
33. Tarpon Springs Multimodal Transportation District*
34. Venice Mobility Fee**
35. Wellington Multimodal Impact Fee**

COUNTIES

36. Alachua County Mobility Fee**
37. Broward County Transportation Concurrency Assessment
38. Hillsborough County Mobility Fee
39. Miami-Dade Multimodal Mobility Fee** (subconsultant)
40. Nassau County Mobility Fee
41. Okaloosa County Mobility Fee**
42. Osceola County Mobility Fee**
43. Pasco County Multimodal Mobility Fee
44. Sarasota County Mobility Fee**
45. Walton County Mobility Fee**

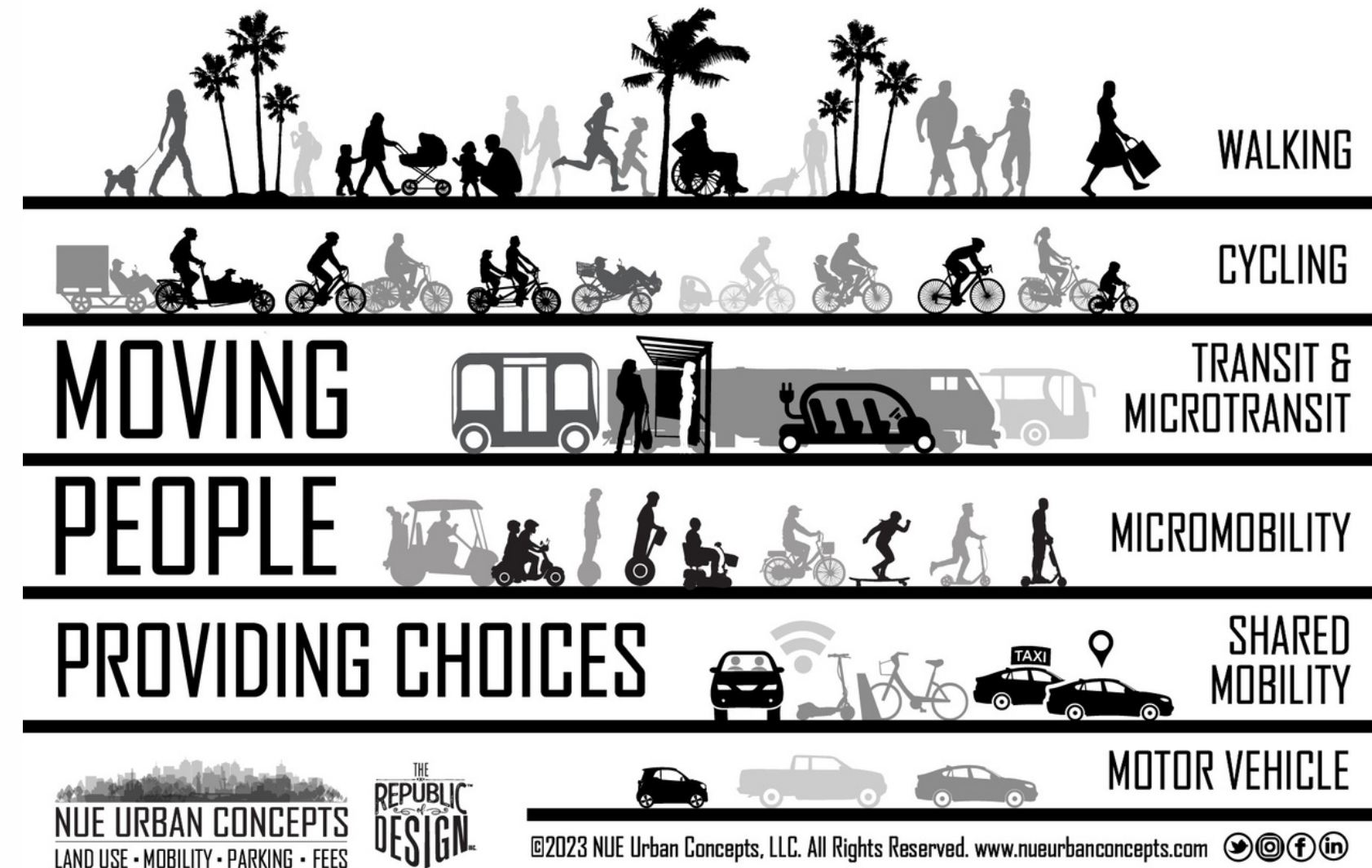
**Based on plan of improvements (e.g. Mobility Plan, Transportation Plan, Capital Improvements Program) **Fee developed by NUE Urban Concepts*

Additional local governments currently undergoing adoption or update of mobility fees by NUE Urban Concepts include Boynton Beach, Cape Coral, Crestview, Flagler Beach, Gainesville (Mobility Fee), Lake City, Palm Springs, and West Palm Beach.



What is a Mobility Plan?

- Vision for the City's transportation system to transition from one focused primarily on **moving vehicles quickly** to **moving people safely** and providing **mobility choices**
- **Long-term plan** (2050 horizon)
- Identifies project needs at a high level
- Required by Florida Statute to serve as basis for development of a **mobility fee**



What is a Mobility Fee?

- Alternative to transportation concurrency & road impact fees
- One-time fee paid by (re) development
- Intended to mitigate transportation impact
- Creates city-controlled funding source
- Funds variety of multimodal infrastructure
- Funds policies, programs, and services



Road Impact Fee vs Mobility Fee

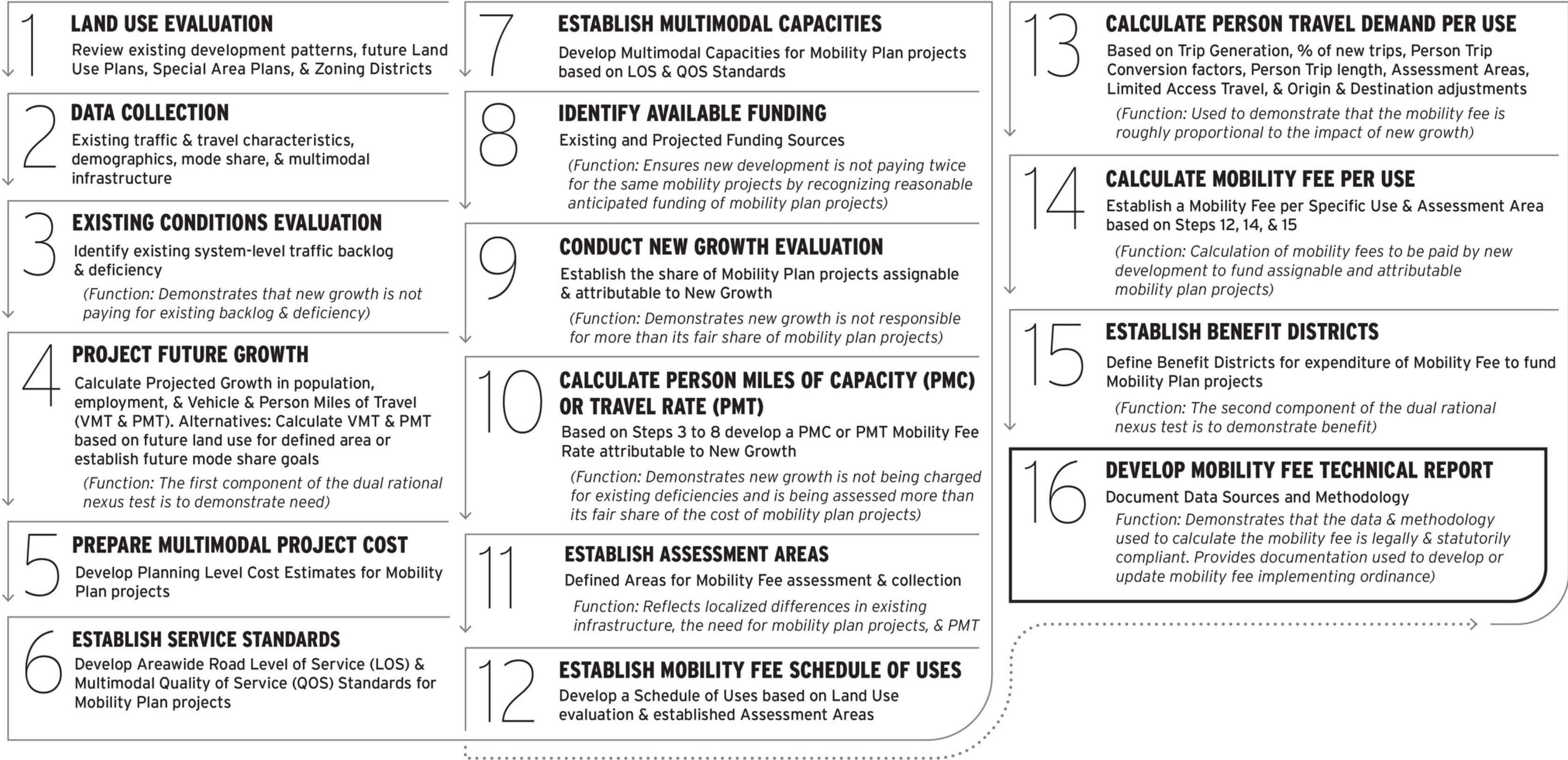
Impact Fees

- Based on general cost of capacity, not specific projects
- Fund adding road capacity
- Based on future vehicle miles of travel

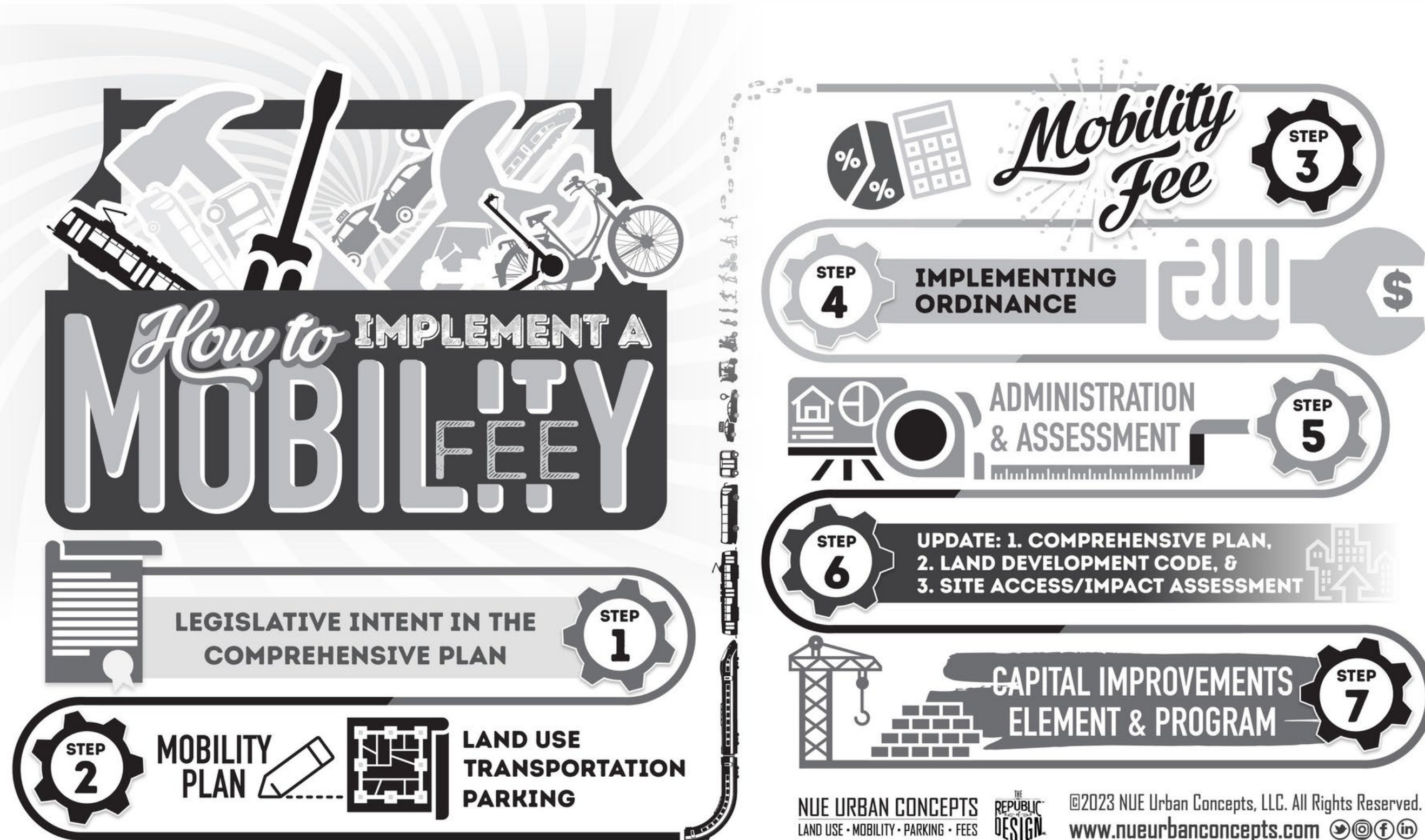
Mobility Fees

- **Based on a plan of mobility projects**
- Fund variety of multimodal facilities, plans, programs, and policies
- Based on cost of multimodal projects in the Mobility Plan
- Based on person miles of travel and person travel demand

DEVELOPING A MOBILITY PLAN & MOBILITY FEE



How to Implement a Mobility



How to Assess a Mobility Fee?

The Mobility Fee features two assessment areas: (1) Within the Multimodal District; and (2) Outside the Multimodal District. The Mobility Fee is lower within the Multimodal District due to shorter trip lengths, mixture of land uses, and the interconnected transportation network. Any areas that annex into the City would be assessed the Mobility Fee based on the Outside the Multimodal District rates. Assessment Areas are established as part of the legally and statutorily required rough proportionality test.

The Mobility Fee will feature a Single Benefit District. Mobility Fees collected within the City can be spent on multimodal projects throughout the City. Travel patterns are citywide and multimodal projects will serve residents and businesses throughout the City. A Benefit District is established to meet the second requirement of the legally and statutorily required dual rational nexus test. The first requirement of the legally and statutorily required dual rational nexus test is addressed based on future person travel demand and is addressed in the Mobility Plan and Mobility Fee technical Report.



Mobility Fee Schedule

<i>Use Categories, Land Uses Classifications, and Representative Land Uses</i>	<i>Unit of Measure</i>	<i>Mobility Fee</i>
Residential & Lodging Uses		
Residential	per sq. ft.	\$1.05
Overnight Lodging (Bed & breakfast, Hotel, Inn, Motel, Vacation Rental)	per room	\$1,763
Mobile Residence (Mobile Home, RV, Home on Wheels, Travel Trailer)	per space/lot	\$1,216
Institutional Uses		
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per sq. ft.	\$0.86
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	\$0.87
Private Education (Day Care, Private Primary School, Pre-K)	per sq. ft.	\$1.57
Industrial Uses		
Industrial (Assembly, Manufacturing, Nursery, Outdoor Storage, Warehouse, Utilities)	per sq. ft.	\$0.58
Recreational Uses		
Indoor Commercial Recreation (Gym, Indoor Sports, Kids Activities, Recreation)	per sq. ft.	\$3.54
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Sports, Tennis)	per acre	\$1,873
Marina (Including dry storage)	per berth	\$370
Office Uses		
Office (Bank, General, Higher Education, Professional)	per sq. ft.	\$1.62
Medical Office (Clinic, Dental, Emergency Care, Hospital, Medical, Veterinary)	per sq. ft.	\$2.43

Why Mobility Plans & Fees Work

- Allows city to plan and **fund a variety of multimodal mobility projects**
- Helps address short-term, **day-to-day needs**
- Provides **comprehensive vision** to guide capital projects and development
- Assists city in **prioritizing** mobility projects to best meet the needs of the city
- Helps the City **balance** community growth and reducing congestion
- Opens up additional **funding opportunities** for mobility projects
- Provides a framework for innovation



Identify Future Roadway & Multimodal Needs

Traffic Impact Analysis (TIA)

Veranda Bay Multi-Use Development

City of Flagler Beach, Florida
Project No.: 1188-230-043
Date: July 25, 2024

Prepared by:

CSi Chindalur Traf
8833 Perimete
Jacksonville, F
(904) 619-336



DOWNTOWN MASTER PLAN
City of Flagler Beach, Florida

January 2006



AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

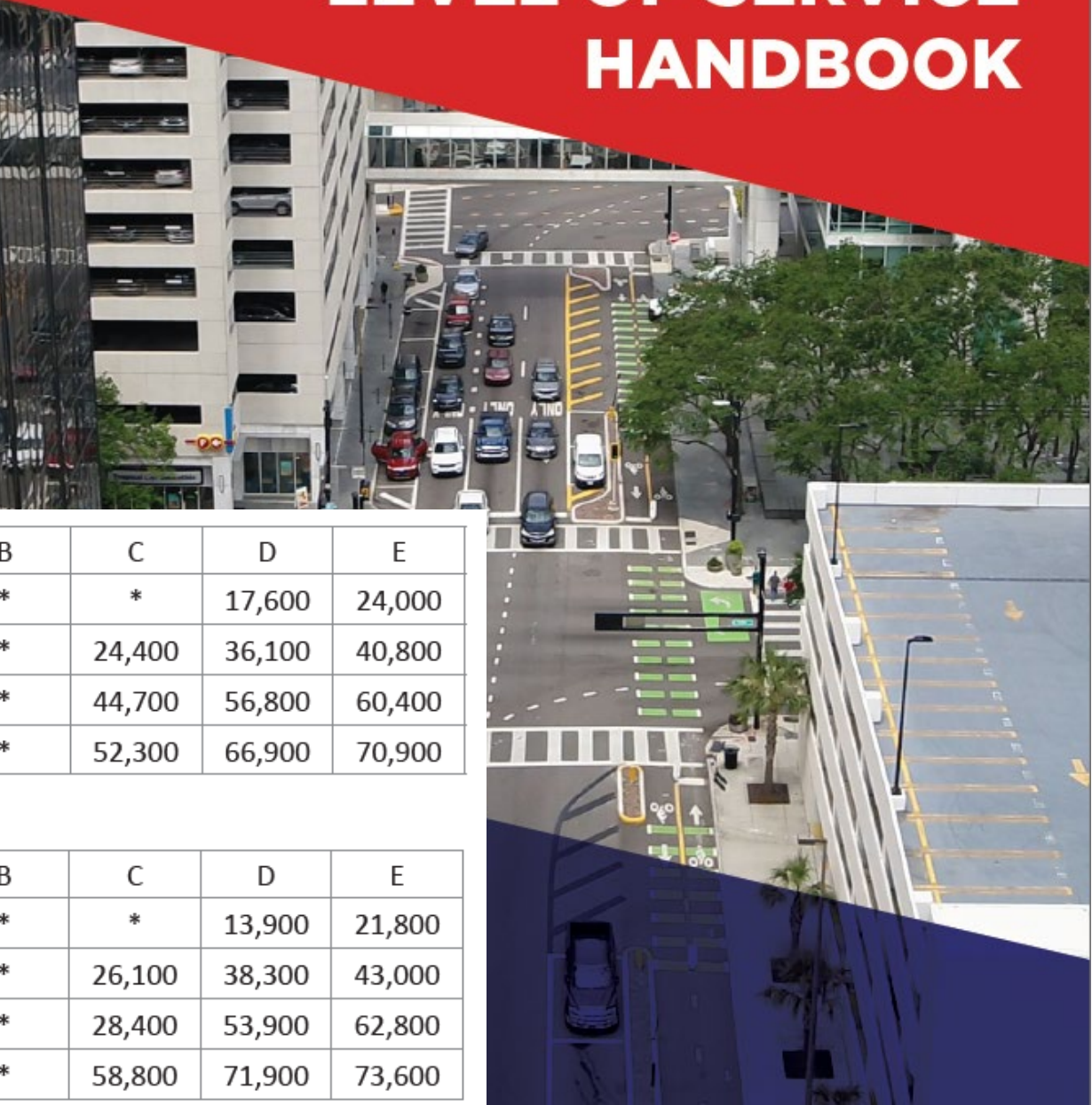
	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600

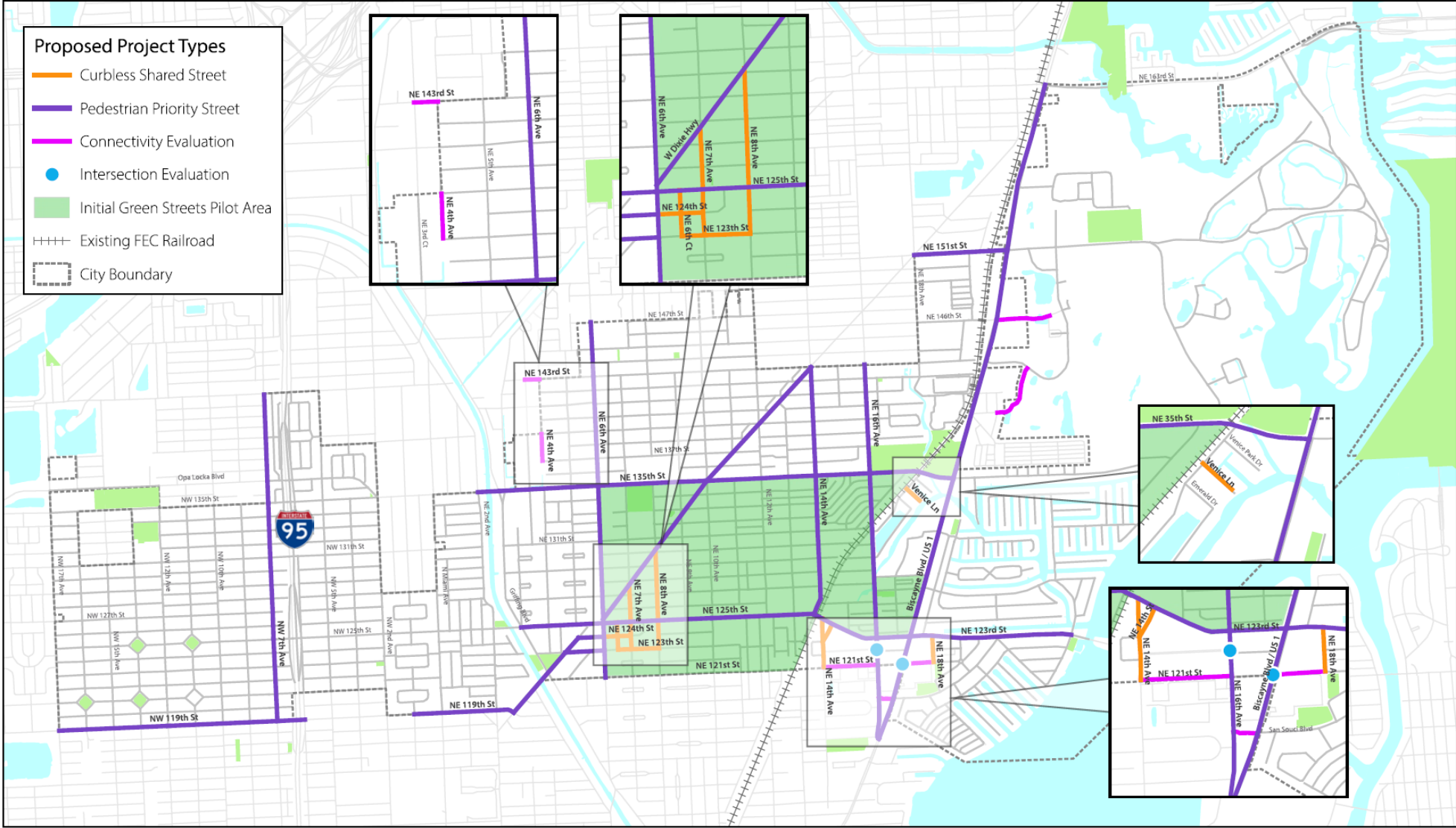


2023 MULTIMODAL QUALITY/ LEVEL OF SERVICE HANDBOOK



Develop Mobility Plan

CITY OF NORTH MIAMI 2045 MOBILITY PLAN STREETS PLAN



2045 MOBILITY PLAN MAPS // City of North Miami 2045 Mobility Action Plan // Executive Summary 9

2040 MOBILITY PLAN: WALKING & BICYCLING PLAN

To enhance safety and connectivity for people walking and bicycling, a network of protected bike lanes and trails is proposed on City, County and State roads. In addition, a multimodal riverwalk is proposed along the redeveloping San Sebastian waterfront from King Street to SR 312. There are also several high-visibility crosswalks proposed at key intersections.



What Types of Projects Will a Mobility Fee Fund?

Everything that can be funded with road impact fees, plus the following:

- Sidewalks
- Multi-use/shared-use paths
- Greenways
- Bike lanes
- Streetscape & landscape
- Traffic calming / low speed streets
- Roundabouts / traffic circles
- Micromobility & microtransit
- Policies, programs, services and studies
- Green infrastructure
- Parking
- Mobility hubs
- Tactical urbanism (quick build)
- Transit circulators
- Transit vehicles
- Transit stop enhancements
- Safety improvements & upgrades

Park Once Environment

City of St. Augustine “Park Once” Environment



Park Once Environment

City of St. Augustine Transit Circulator Plan

The Mobility Plan proposes to create a park-once environment where on-street parking is converted to shorter duration times to encourage turnover and business access, and visits of two hours or longer are encouraged to park in garages. Existing and future garages could be served by a transit circulator system that provides employees, residents, students, and visitors quick access to the Historic District without spending time driving around looking for a parking spot. The Transit Circulator Plan also proposes several water taxi stops throughout the City and identified two potential transportation-oriented developments (TODs) along future regional rail connections between Jacksonville and St. Augustine. As climate change challenges continue, a longer-term solution may be the consideration of an aerial tram connecting future garages on the east end of Anastasia Blvd and the west end of King Street.



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Micromobility & Low Speed Vehicles

Example: Altamonte Springs Multimodal Ways

Central Parkway



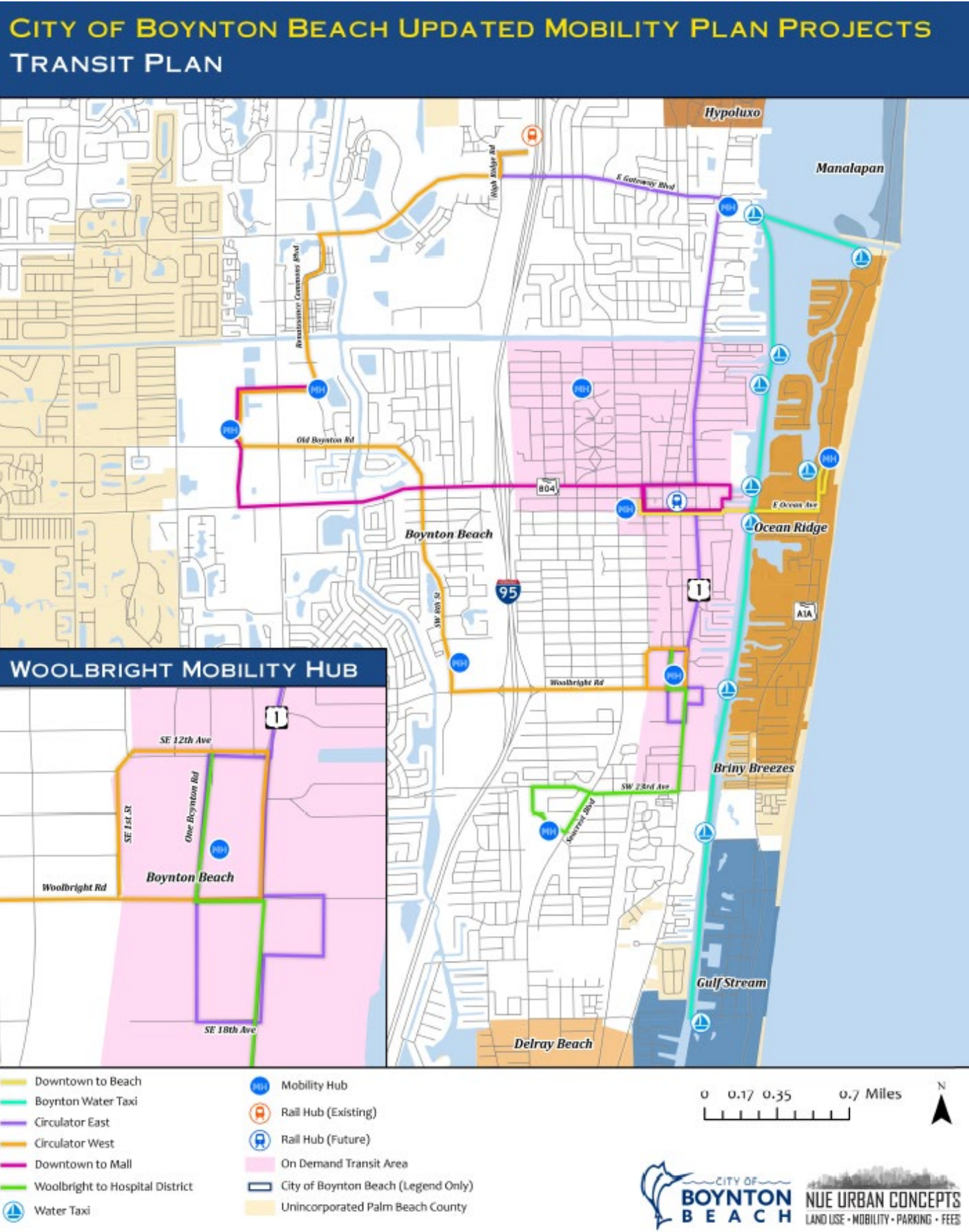
Gateway Boulevard



Low Speed Vehicles



Microtransit & Mobility on Demand (MoD)



ULTRA Micro Transit

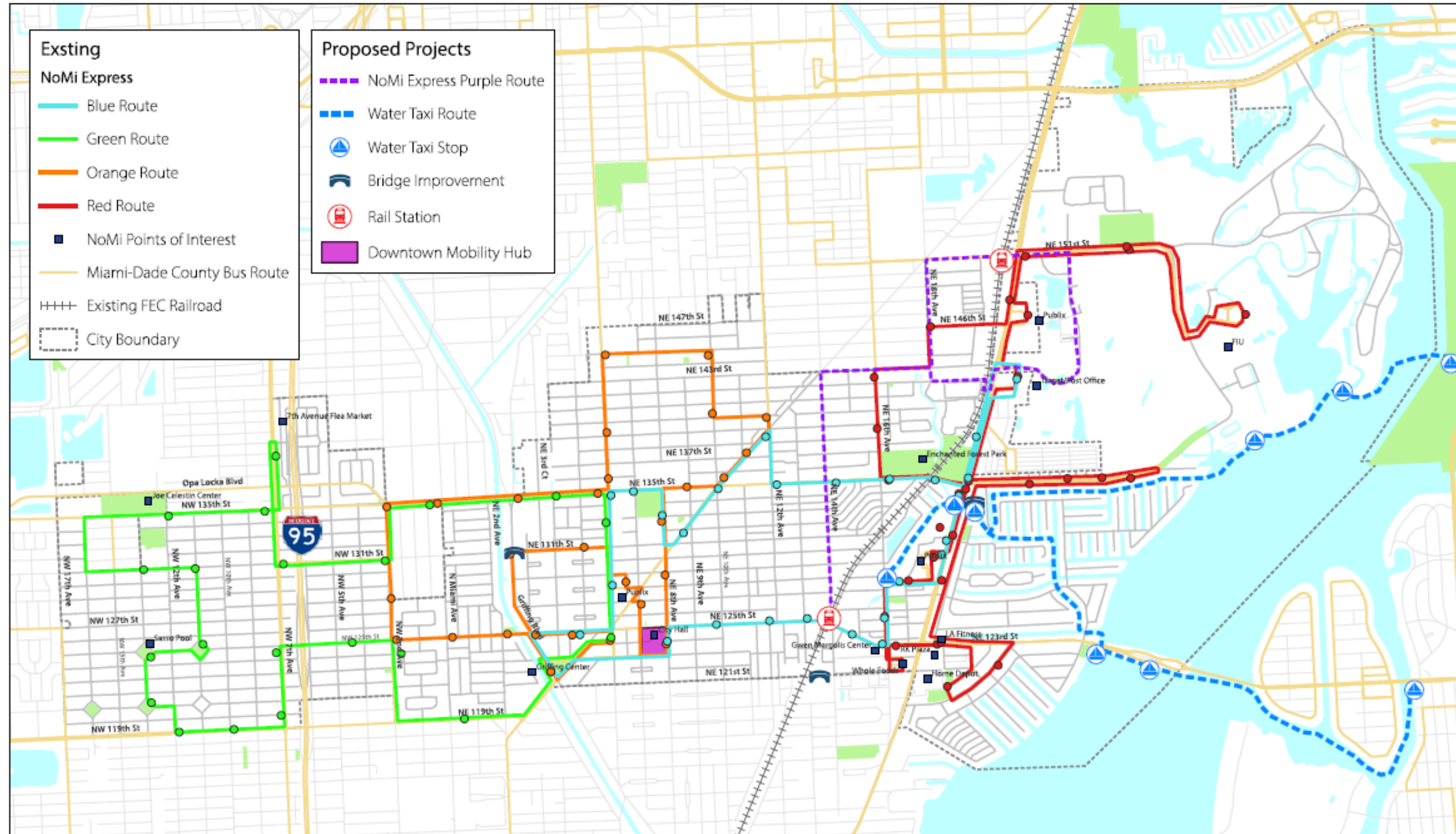
in Lehigh Acres area

Begins March

2

Water Taxis

CITY OF NORTH MIAMI 2045 MOBILITY PLAN TRANSIT PLAN



TAMPA WATER TAXI



MIAMI BEACH WATER TAXI

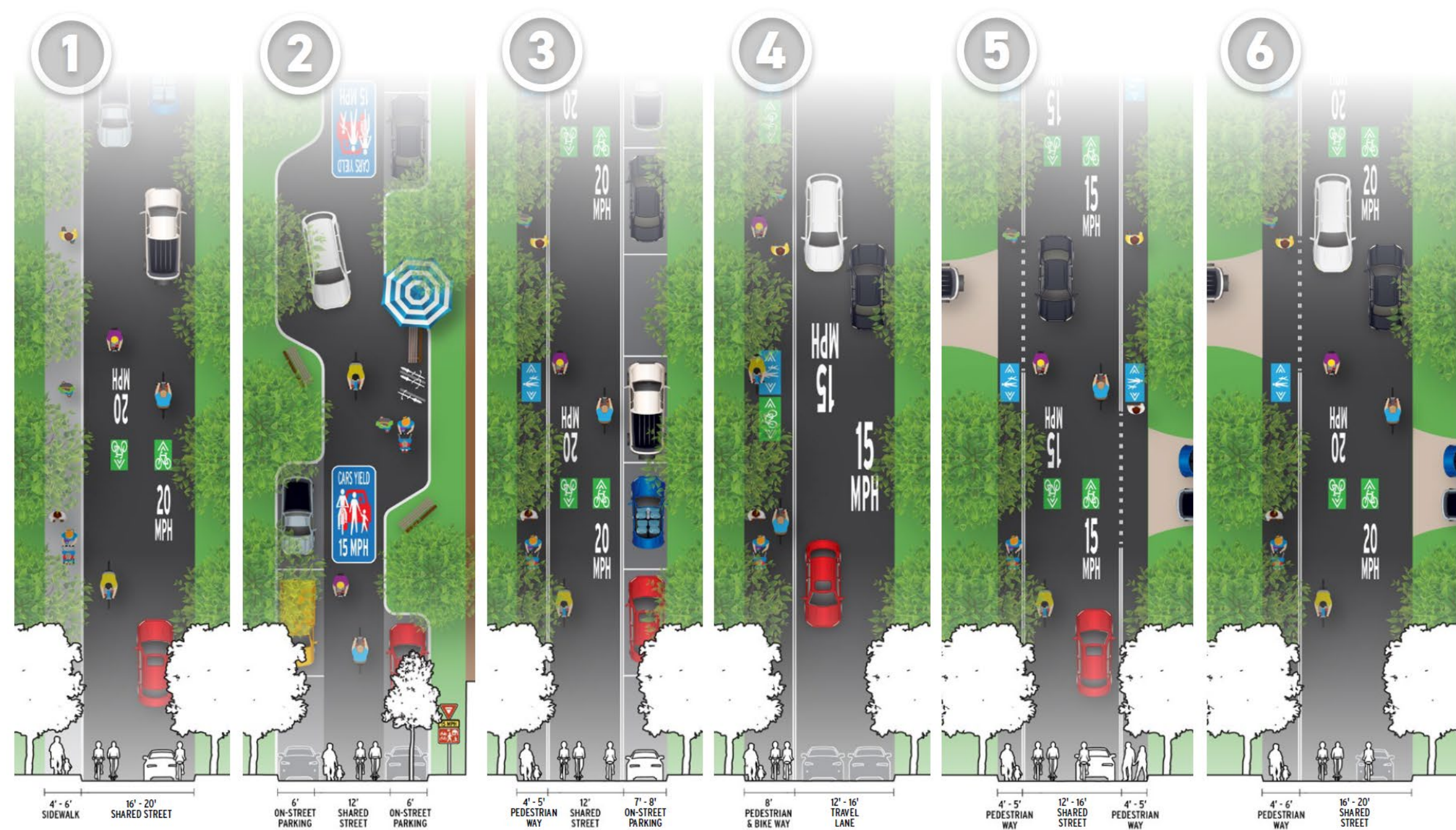


Section 7, Item h.



Low Speed Streets

Example: St Augustine Advisory Bike Lanes & Sidewalks



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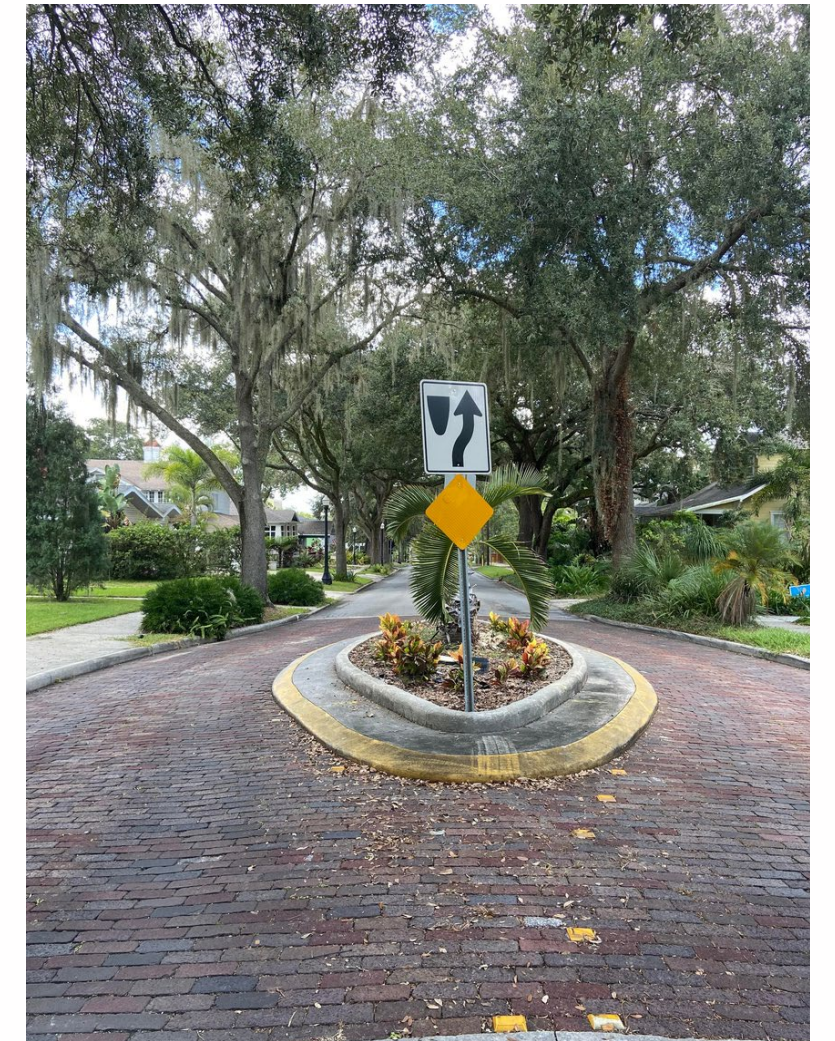
Low Speed Streets

Example: Gainesville Yield Streets, Bike Boulevards, Multimodal One-Way Pairs

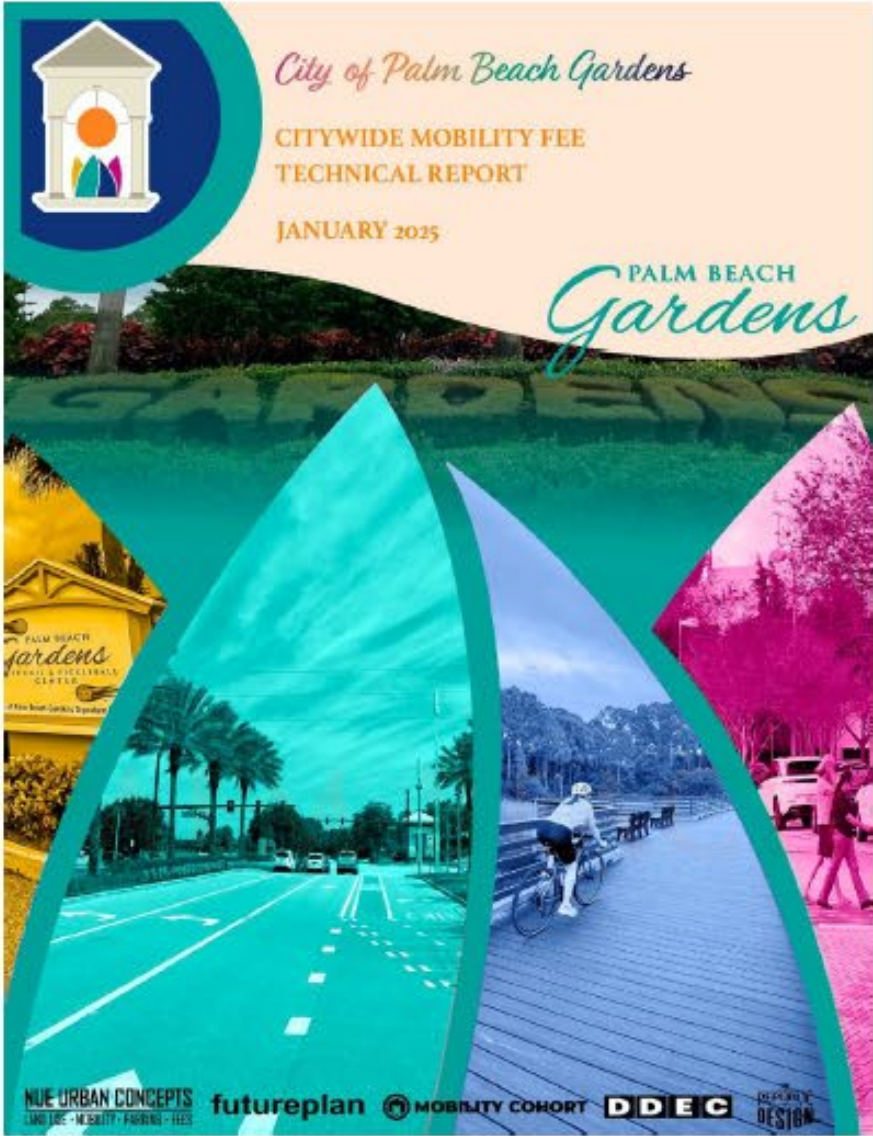
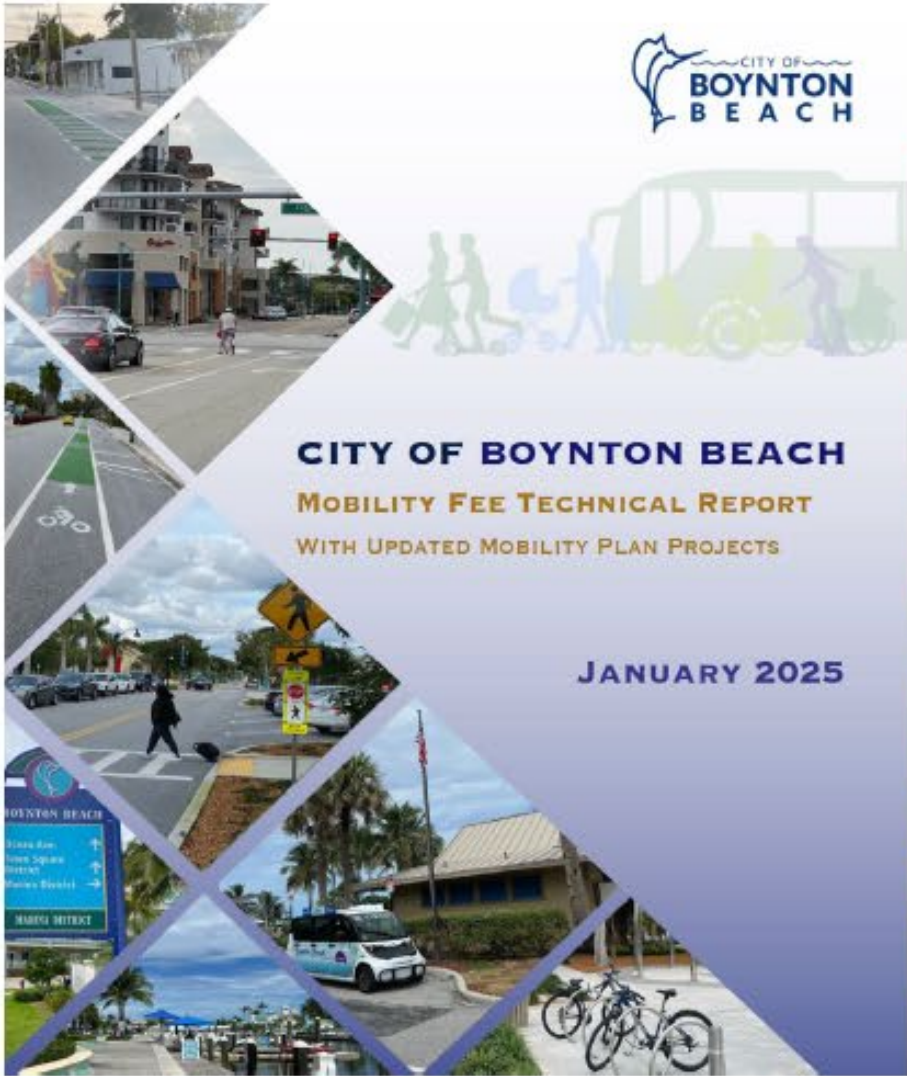


What Types of Projects Will a Mobility Fee Fund?

Example: Gainesville Traffic Calming



Mobility Fee: Funding Source to Implement Mobility Plan



Questions?

Lauren Rushing, AICP
Transportation Planner



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2025

THE CITY OF FLAGLER BEACH

MOBILITY PLAN & MOBILITY FEE

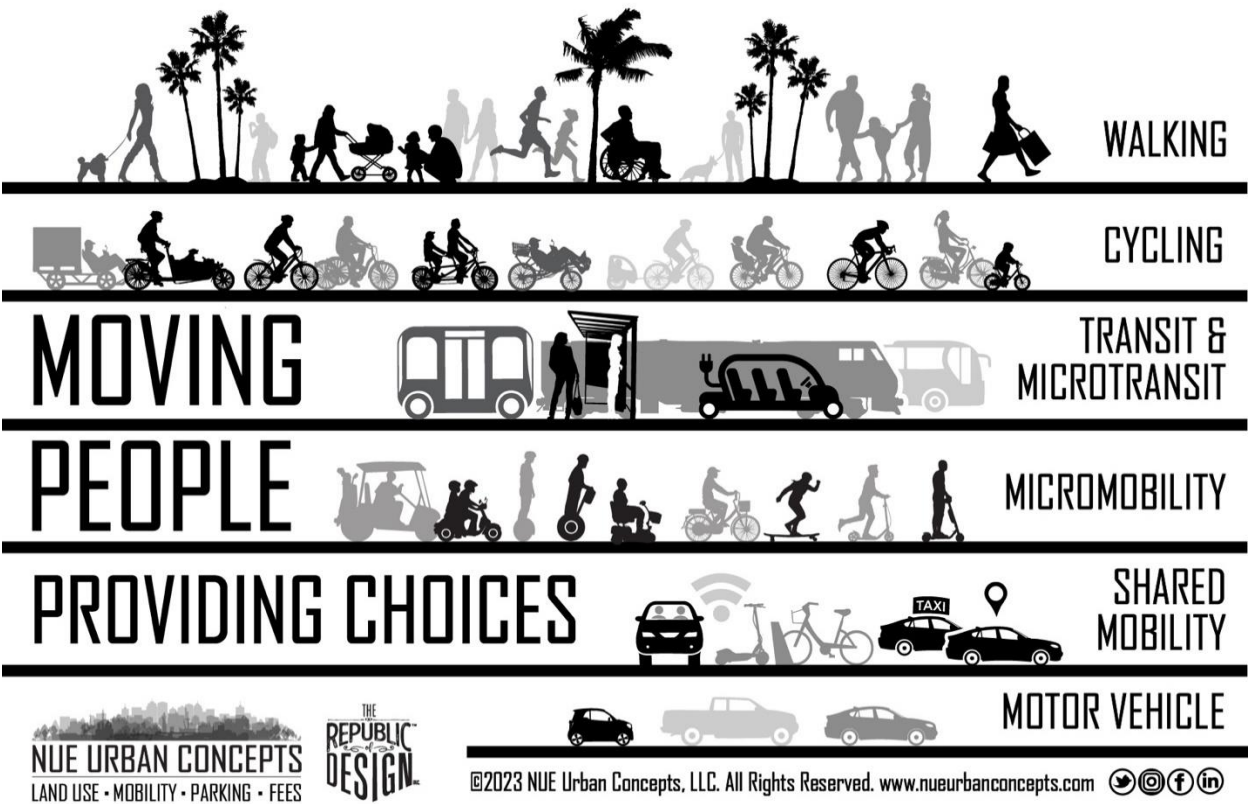
FREQUENTLY ASKED QUESTIONS (FAQ)

WHY DOES THE CITY NEED A MOBILITY PLAN?

Development of a mobility plan would enable the City to move towards further development of a connected and integrated multimodal transportation system and to develop a comprehensive vision for mobility in Flagler Beach. Identification of mobility plan projects would assist the City in efforts to pursue Federal and State funding in partnership with Flagler County and FDOT.

WHAT IS A MOBILITY PLAN?

A mobility plan is a blueprint from which the City can **reimagine and repurpose** its transportation system **from primarily moving cars** on congested roads towards a multimodal system that **emphasizes safely moving people**: whether they walk, bicycle, ride a golf cart or a transit circulator, need mobility assistance (i.e., wheelchair), use shared mobility, or drive a vehicle.



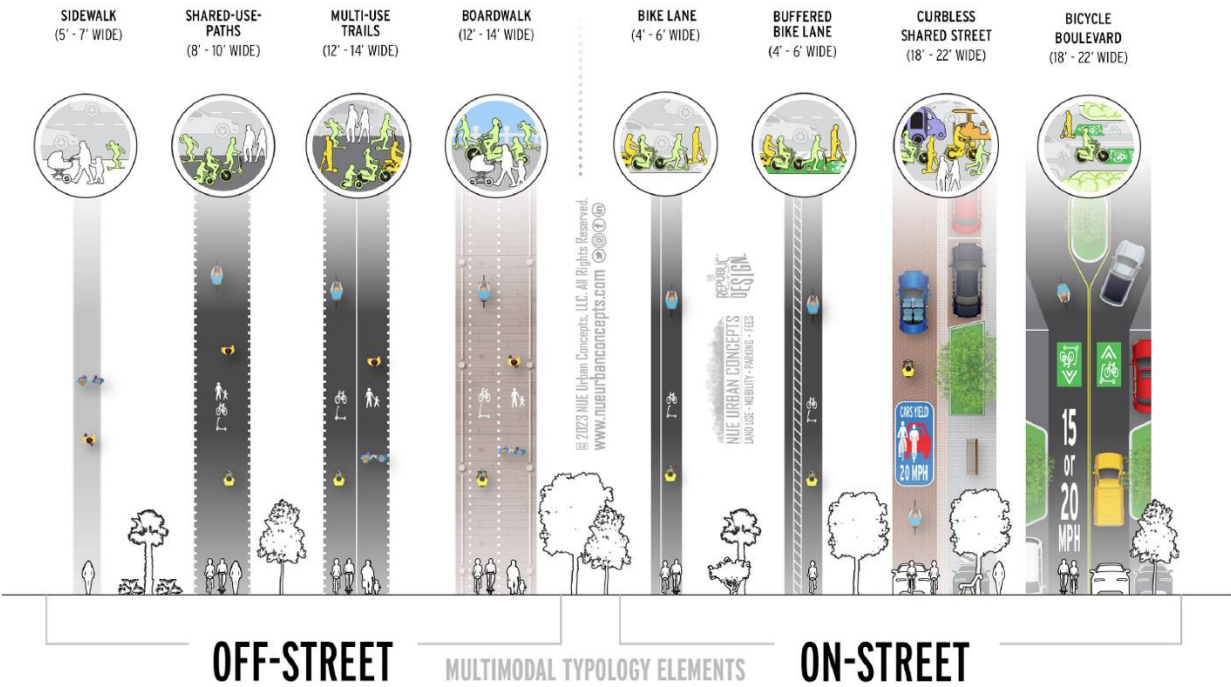
THE CITY OF FLAGLER BEACH

MOBILITY PLAN & MOBILITY FEE

FREQUENTLY ASKED QUESTIONS (FAQ)

WHAT TYPE OF PROJECTS CAN BE INCLUDED IN THE MOBILITY PLAN?

The mobility plan can include sidewalks, paths, trails, bike lanes, curbless shared streets, complete streets, new roads, road upgrades, road widenings, roundabouts, intersection improvements, pedestrian safety improvements, and more. The plan can also include innovative concepts such as transit circulators, mobility on demand, parking structures, and shared mobility services such as electric bikes or golf carts. The establishment of planning initiatives through the mobility plan also allows for incorporation of traffic calming and low speed streets, low speed vehicle policies, landscape and streetscape projects, alleyway revitalization, upgrades to transit stops, road safety initiatives, and improvements for compliance with the Americans with Disabilities Act (ADA) requirements.



WILL THE MOBILITY PLAN INCLUDE COUNTY AND STATE ROADS?

The proposed mobility plan can include improvements on County and State Roads. Since the City does not maintain these roads, the ultimate decision on the design and funding of improvements will be the County and the State. However, both the County and the State do look to municipalities for their feedback and support for projects. A mobility fee would provide the City a funding source to offer as a local contribution for funding improvements that the County and State would not typically fund. The mobility fee would be designed to be adopted as a standalone City mobility fee separate from the County transportation impact fee and to be the only fee assessed within the city limits of Flagler Beach.

THE CITY OF FLAGLER BEACH

MOBILITY PLAN & MOBILITY FEE

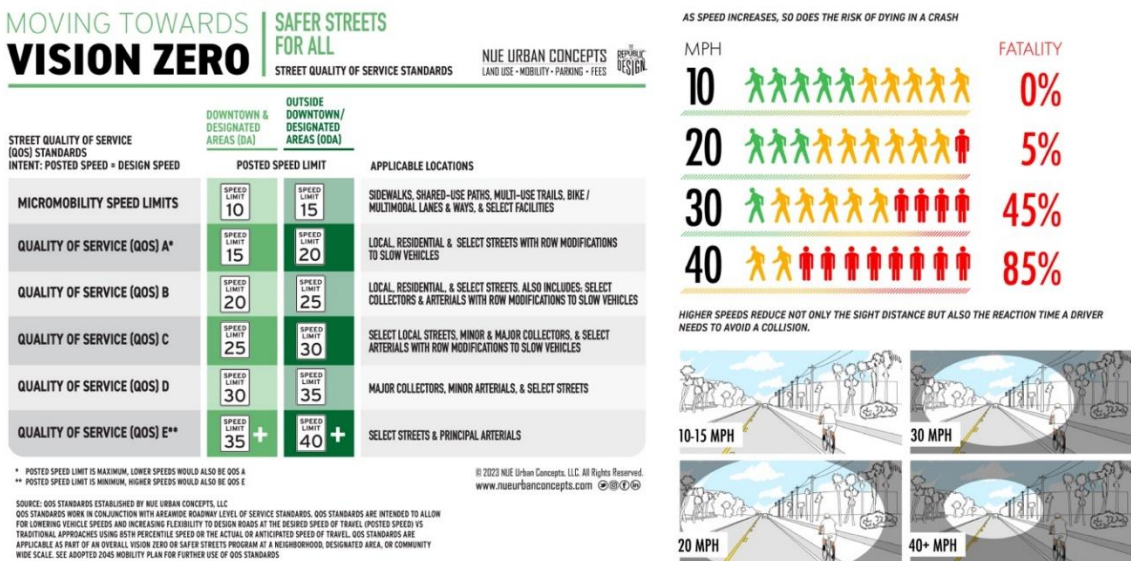
FREQUENTLY ASKED QUESTIONS (FAQ)

HB 479 was adopted by the Florida Legislature this past session and went into effect on October 1st, 2024. HB 479 updated the criteria for development of a mobility plan and a mobility fee. HB 479 also requires that municipalities and counties negotiate the mitigation of transportation impacts where both local governments attempt to collect a transportation mitigation fee from one development. Since Flagler County does not require the City to collect its transportation impact fee, this provision of HB 479 would not apply to the City. However, it may be prudent for the City to consider what would occur should the County attempt to collect a transportation mitigation fee. House Bill 479, will significantly assist in the coordination process with the County.

CAN THE CITY ELIMINATE ROADWAY LEVEL OF SERVICE (LOS)?

Florida Statute encourages local governments adopting a mobility plan and fee to establish tools and techniques, such as “multimodal level of service standards,” to complement its application. Florida Statute also requires the adoption of measurable standards in the Comprehensive Plan to address transportation and mobility. Many local governments are using the development of a mobility plan and mobility fee to move beyond monitoring roadway level of service (LOS) for transportation concurrency and adding roadway capacity.

NUE Urban Concepts has developed Street Quality of Service (QOS) standards, which are then tailored to each local government, that allow local governments to either eliminate or supplement road LOS. The Street QOS is based on posted speed limit and establishes a very simple and straightforward premise: **streets should be designed at the desired speed of travel.** Street QOS allows elected officials to prioritize safety for all users by actively supporting a street QOS of “A” or “B”, versus settling for congestion and being resigned to road LOS of “E” or “F”.

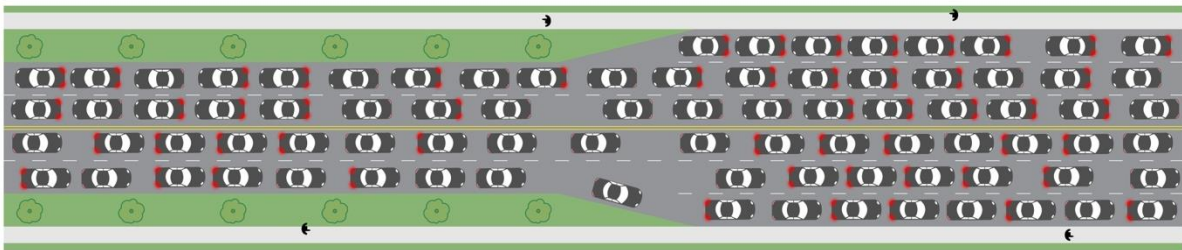


THE CITY OF FLAGLER BEACH MOBILITY PLAN & MOBILITY FEE FREQUENTLY ASKED QUESTIONS (FAQ)

IS THERE AN ALTERNATIVE TO CHASING CONGESTION?

No government globally has been able to build enough roads to eliminate congestion. This is due in part to the theory of “induced demand” (aka build it and they will come). The addition of road capacity does not reduce congestion, as the new capacity is used up shortly after being added. The current transportation system did not develop overnight. It is the result of funding and policy decisions over the last 75 years that prioritized the movement of cars. Land use policies that incentivize mixed-use, parking regulations that allow for innovation, and a mobility plan focused on moving people are needed to reimagine and repurpose our roads to enhance mobility.

Congestion → Add More Lanes → Induced Demand → The Definition of Insanity



“The definition of insanity is doing the same thing over and over and expecting different results.” - Albert Einstein

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2040 WALTON COUNTY MOBILITY PLAN
REIMAGINING OUR ROADS

TRANSITIONING FROM
DRIVING CARS TO
SAFELY MOVING PEOPLE

WALKING
SKATING
PERSONAL MOBILITY
DEVICES
BICYCLE
SCOOTER

E-BICYCLE
E-SCOOTER
GOLF CART
NEIGHBORHOOD
ELECTRIC VEHICLE (NEV)
AUTONOMOUS TRANSIT
SHUTTLE (ATS)

PHASE 4	PHASE 3	PHASE 2	PHASE 1	EXISTING
SIDEWALKS	MULTIMODAL SIDEWALKS	MULTIMODAL LANES	ON-STREET BIKE LANES FEW FEEL SAFE USING	SIDEWALKS
MICROMOBILITY LANES				
MULTIMODAL WAYS				

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CREATIVE
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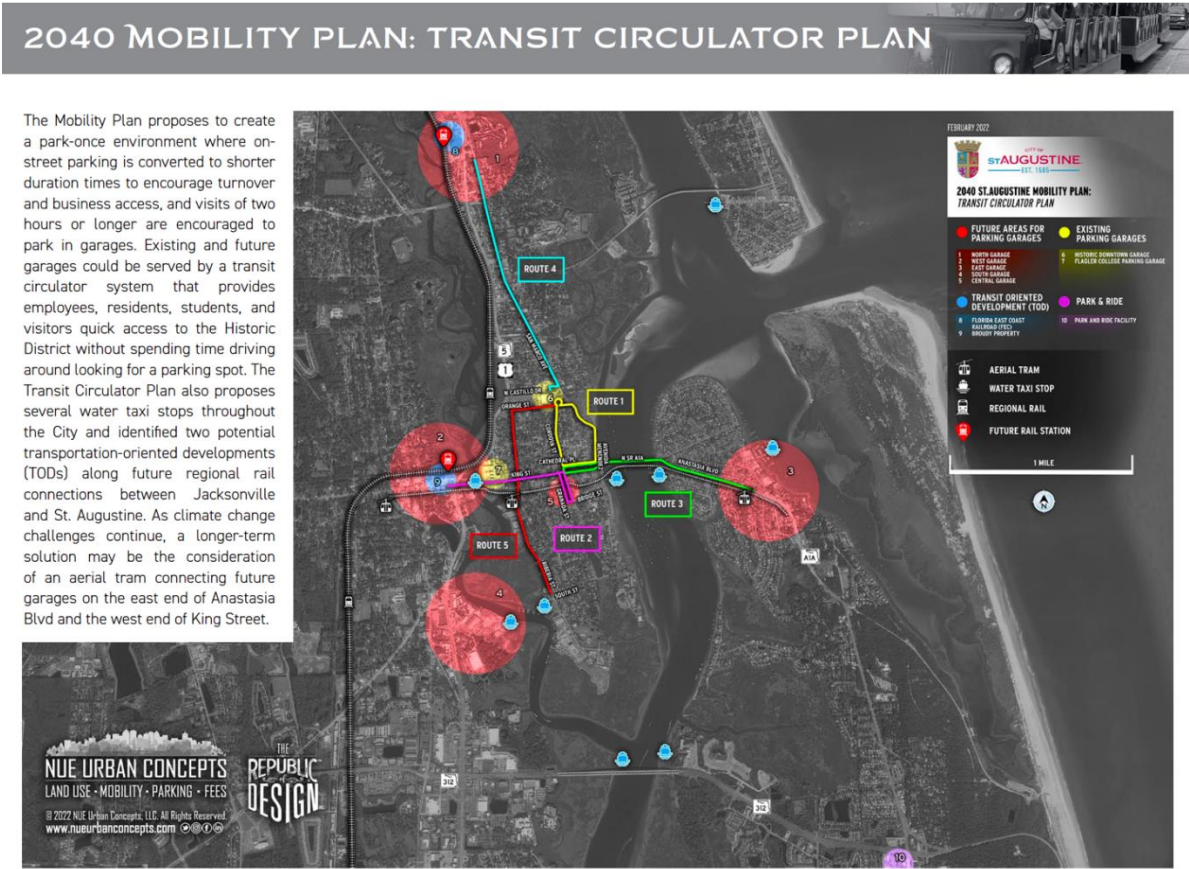
MOBILITY PLAN & MOBILITY FEE

FREQUENTLY ASKED QUESTIONS (FAQ)

CAN MOBILITY PLANS BE USED TO CREATE A PARK ONCE ENVIRONMENT?

The integration of parking management has become a major component in the development of mobility plans. Developing a park once environment that still recognizes people will drive, but once they reach a destination, the goal is that they use some other form of transportation for mobility. These other forms would be walking, bicycling, riding a scooter, or using microtransit circulator services in the form of neighborhood electric vehicles or rubber-tired trolleys.

The mobility plan sets the stage for a park once environment and can identify desired locations for mobility hubs with existing or planned parking lots or structures, and then a network of transit circulator routes, water taxis, and/or enhanced bicycle ways to connect residents, destinations, and mobility hubs. There are follow-on planning initiatives that address the specific components of creating a park once environment. The City of St. Augustine’s adopted Mobility Plan is a recent example, and the City’s mobility fee is a funding source for transit service and vehicles and a change in its approach to parking in its land development regulations.



THE CITY OF FLAGLER BEACH

MOBILITY PLAN & MOBILITY FEE

FREQUENTLY ASKED QUESTIONS (FAQ)

HOW ARE MOBILITY PLANS DIFFERENT THAN OTHER PLANS?

Reimagining and repurposing the City’s transportation system from one focused on moving cars to safely moving people requires more than installing bike lanes. Land use policies, as well as design standards, can either facilitate or create barriers to reducing congestion and offering multimodal lifestyles. Mobility Plans take a holistic approach to mobility by integrating transportation with land use. Mobility Plans serve as a tool for managing growth and are a catalyst for new development, redevelopment, and equitable placemaking.

WHAT IS A MOBILITY FEE?

A mobility fee is a **one-time fee** paid by new development activity to the City to mitigate the traffic impact of the development on the City’s transportation system. Mobility fees, based on a plan of improvements (i.e., mobility plan), were established by the Legislature in 2013 through Florida Statute 163.3180 to provide new development activity a simplified alternative to transportation concurrency, proportionate share, and road impact fees. The City’s **Mobility Fees** will be **based on projects** (improvements, services, programs) adopted as part of the City’s **Mobility Plan**. Those **Fees** will be used to **fund the projects** identified in the **Plan**.



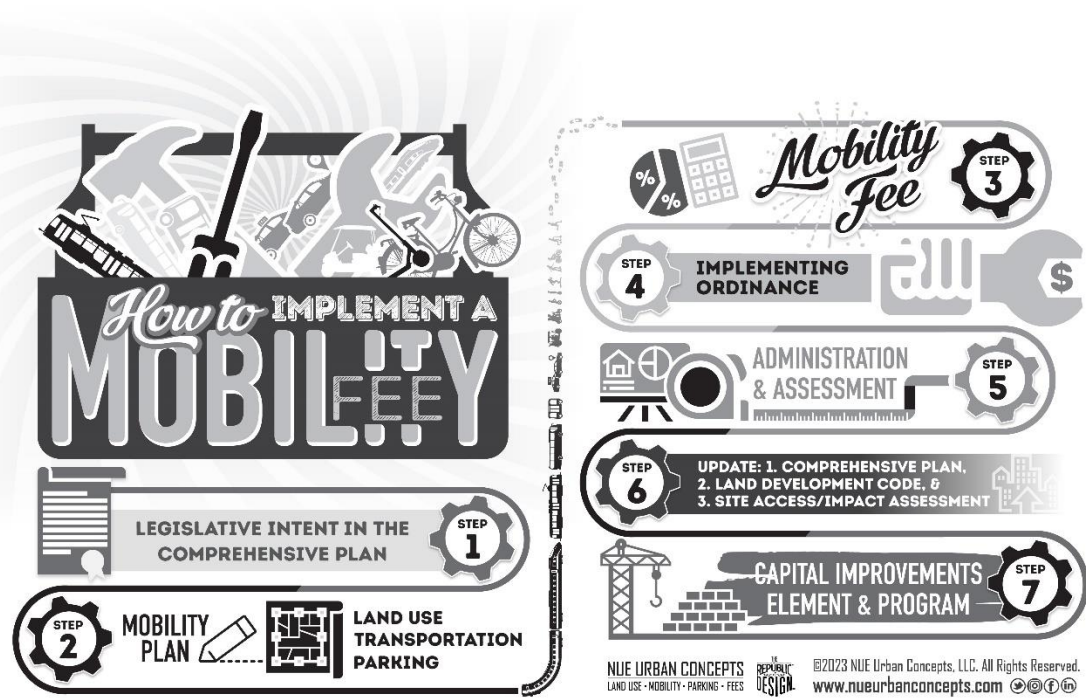
THE CITY OF FLAGLER BEACH

MOBILITY PLAN & MOBILITY FEE

FREQUENTLY ASKED QUESTIONS (FAQ)

HOW WILL THE MOBILITY FEE BE DEVELOPED?

The City’s mobility fee will be developed based on data and methodologies detailed in a technical report that will be designed to meet what are known as the dual relational nexus test and the rough proportionately test established by case law and Florida Statute. The graphic on the following page shows the steps that are typically undertaken to develop a Mobility Fee. Steps one (1) and six (6) can overlap, depending on the City’s existing Comprehensive Plan. Steps five (5) and seven (7) typically occur after adoption of the mobility plan and mobility fee.



WHO PAYS A MOBILITY FEE?

Any new development activity within the City that requires the issuance of a building permit and results in an increase in person travel demand (impact) above the existing use of property will be assessed a mobility fee. Mobility fees are not a tax, and they are not charged to existing homes, businesses, or property; unless there is an addition, change of use, expansion, modification, or redevelopment that **requires issuance of a building permit** and **generates additional person travel demand** above the existing use of property. Florida Statute exempts State of Florida governmental uses, and public and charter schools from paying mobility fees. The City may also elect to exempt other governmental uses, as well as affordable housing.

THE CITY OF FLAGLER BEACH

MOBILITY PLAN & MOBILITY FEE

FREQUENTLY ASKED QUESTIONS (FAQ)

WHEN DOES NEW DEVELOPMENT ACTIVITY PAY ITS MOBILITY FEE?

Mobility fees are generally assessed at the time of a building permit application. Mobility fees would be required to be paid no later than issuance of a building permit, unless otherwise specified in an approved development order or agreement. Adopted mobility fees could become effective as soon as 90 days after 1st public notice of the fees. Some local governments make the fees effective 90 days after they are officially adopted after second reading of an ordinance.

HOW IS A MOBILITY FEE DETERMINED FOR NEW DEVELOPMENT ACTIVITY?

The mobility plan and mobility fee technical report and the implementing ordinance will include a simplified table, known as a mobility fee schedule, that provides the mobility fee rates for various uses of property, such as residential, retail, industrial, and office. The mobility fee assessed is calculated based on the mobility fee rate and a specific unit of measure, such as heated and cooled square feet for a residential use, and number of rooms for a hotel.

ARE OFFSETS OR CREDITS AVAILABLE FOR MOBILITY FEES?

Offsets of mobility fees may be available where redevelopment is replacing an existing structure. Credits may be available for previous proportionate share payments, for dedication of right-of-way, and/or the construction of multimodal projects identified in the mobility plan. The mobility fee ordinance will contain details for off-sets and credits.

WHAT WILL HAPPEN TO MOBILITY FEES PAID TO THE CITY?

Mobility fees are required by Florida Statue to be separated into a specific fund that tracks both payments and expenditures. The fund is subject to an annual audit by the State of Florida Department of Revenue. The requirement for a special fund is to ensure that: (1) mobility fees are not included in general revenues, (2) that the collection and expenditure of fees is transparent, and (3) the fees are being used for the purpose for which they were collected.