



Hillsborough
County **Florida**

HILLSBOROUGH COUNTY MOBILITY FEES

Presented to
Florida Association of Counties

June, 2016

HILLSBOROUGH COUNTY MOBILITY FEES

1. Why Mobility Fees?
2. What are Mobility Fees?
3. Mobility Fees and Guiding Principles for Future Growth
4. The Engagement Process
5. Policy Considerations
6. Mobility Fee Rates Compared

1. WHY MOBILITY FEES

2011 Community Planning Act (HB 7207)

- new criteria for proportionate-share contributions and construction for new development
- alternative mobility funding system (Mobility Fees)

Comprehensive Plan Update

- Guiding Principles for Future Growth

GO Hillsborough Transportation Initiative

2. WHAT ARE MOBILITY FEES

A **Mobility Fee** is a charge on new development to pay for off-site transportation improvements that are necessitated by new development.



2. WHAT ARE MOBILITY FEES

$$\text{Net Mobility Fee} = (\text{Cost} \times \text{Demand}) - \text{Credit}$$



Cost to
add
Transportation
Capacity



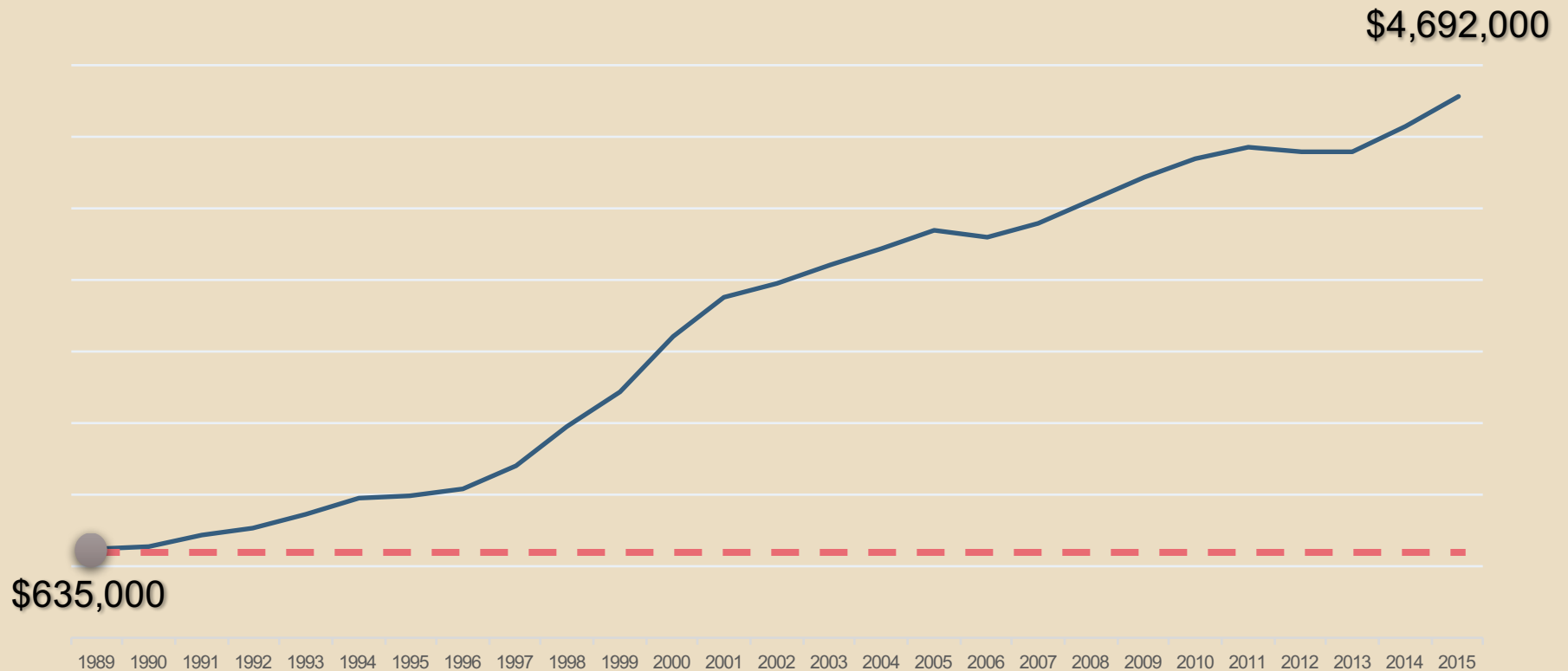
Capacity
Consumed
by
New
Development



Non-Mobility
Fee
Revenue
from
Future
Development

COST COMPONENT

COST TO ADD TRANSPORTATION INFRASTRUCTURE (PER LANE MILE OF ROAD)



DEMAND COMPONENT

TRIP GENERATION

1980s



2016



3. MOBILITY FEES AND GUIDING PRINCIPLES

GUIDING PRINCIPLES	
	1 QUALITY OF LIFE <ul style="list-style-type: none">- Respect diversity of Urban, Suburban, Semi-Rural, and Rural choices. (i.e. Form Based Code can help deliver these lifestyle options)- Preserve environmentally significant land- Maintain viable agricultural lands
	2 FISCAL SUSTAINABILITY <ul style="list-style-type: none">- Prioritize limited resources- Leverage private capital investments- Capitalize on existing infrastructure- Provide alternative mobility options- Use the right tools for the right setting (i.e. Special Assessment District)
	3 ECONOMIC PROSPERITY <ul style="list-style-type: none">- Protect competitive sites for future job creation- Structure mobility fee to incentivize economic objectives- Link infrastructure spending to private capital investment- Use the right tools for the right setting
	4 RESPONSIBLE GROWTH <ul style="list-style-type: none">- Recognize the difference between stable and transition areas- Redevelop declining commercial and industrial areas- Structure mobility fee to incentivize a productive development pattern- Use the right tools for the right setting (i.e. TDR Program)
	5 CONSISTENCY OF ACTION <ul style="list-style-type: none">- Provide certainty for community and development industry- Align programs and investment decisions- Link capital improvement program, land use, and development standards

Use the right tool for the right setting.

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Structuring Mobility Fees to
incentivize economic objectives – Job
Creation.

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Structuring Mobility Fees to
incentivize a productive development
pattern.

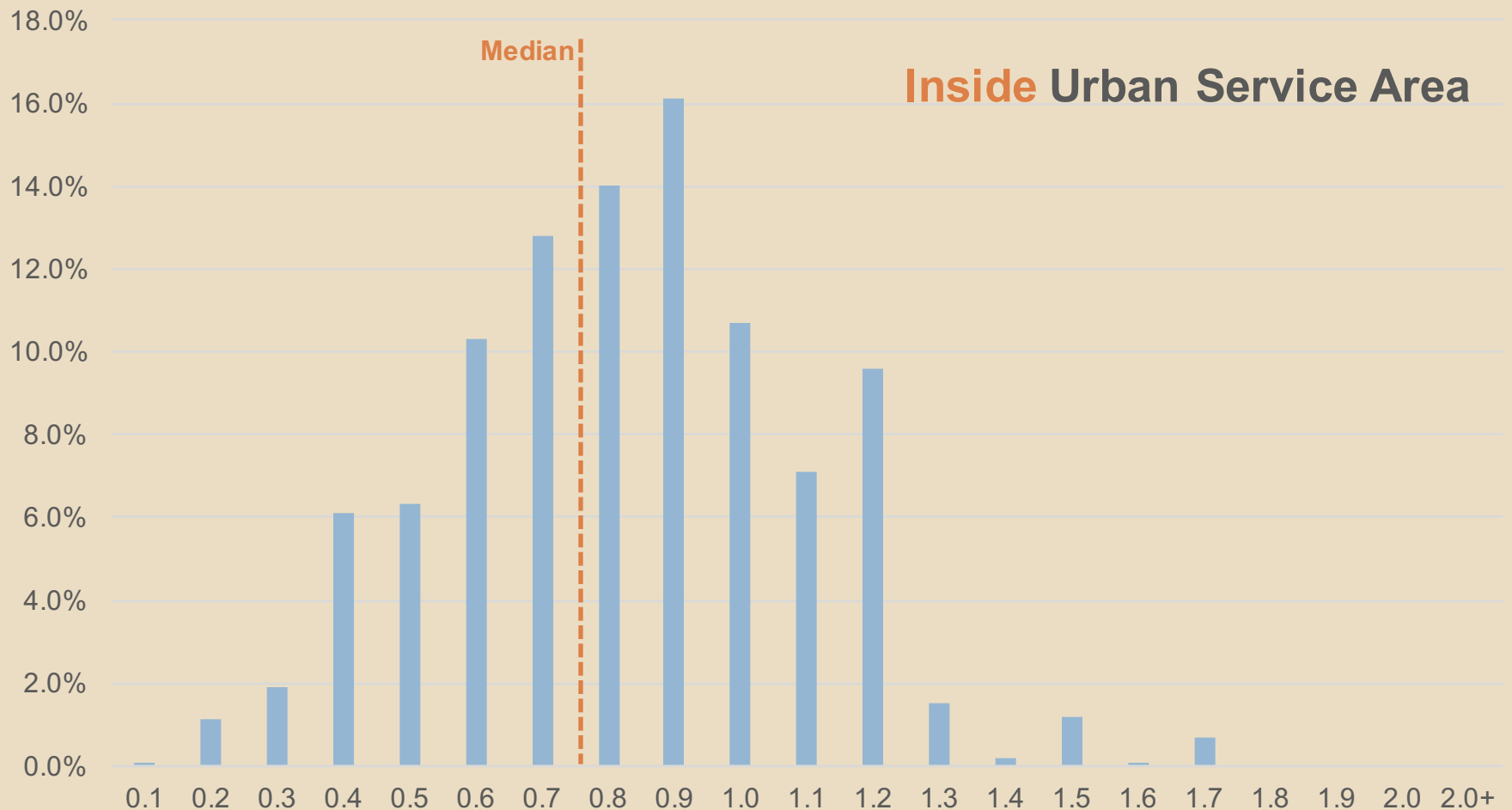
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Link capital investment program, land
use, and development standards.

FEE ASSESSMENTS

URBAN/RURAL LEVEL-OF-SERVICE

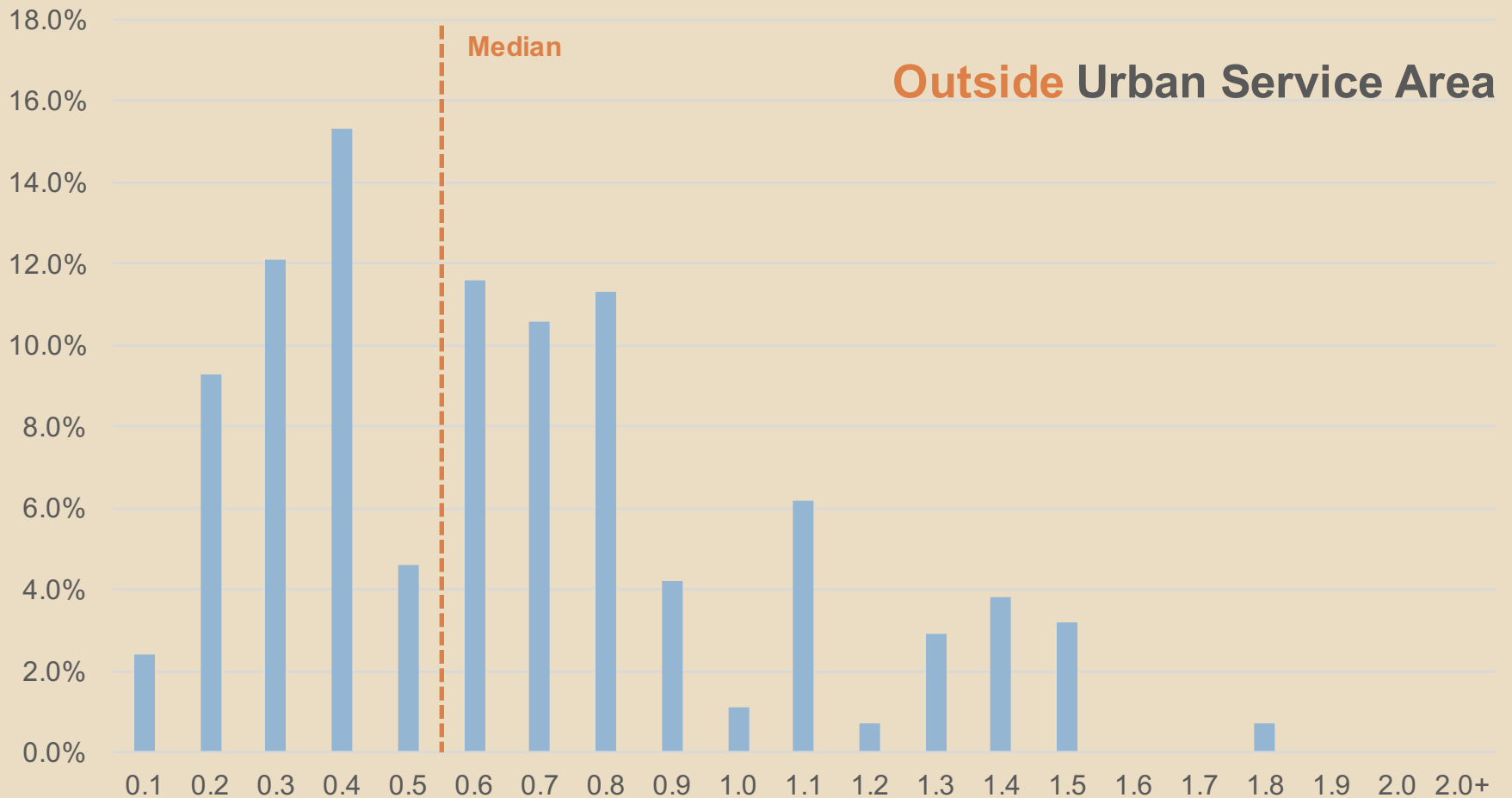
Percent of VMT by V/C Ratio



VARIATION OF FEES

URBAN/RURAL LEVEL-OF-SERVICE

Percent of VMT by V/C Ratio

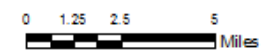


Mobility Fee Assessment Districts



Hillsborough County Florida

- District 1
- District 2
- Urban Service Area

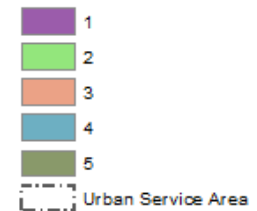


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Hillsborough
County Florida

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4. ENGAGEMENT PROCESS

Consultants

AECOM / Tindale Oliver

Review of current data

Methodology for Mobility Fees

Calculate mobility fees / potential
revenue

Engaged with Stakeholders

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Tyson Smith, Esq., AICP (Attorney)

Ordinance

Stakeholder Focus Group

Planning Commission Model

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Development Industry

Community Interest Group

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Focus Group meeting

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Project Website

www.hillsboroughcounty.org/mobilityfee

5. POLICY CONSIDERATION

INCENTIVES

Payment of Mobility Fees for Job Creation

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Phase-in fees

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Buy-Back of Impact Fee Offsets

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Impact Fee Offsets used to pay Mobility Fees

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Grandfathering

6. MOBILITY FEE RATE COMPARED

Land Use*	HillsCo Impact Fees	HillsCo Mobility Fee	Tampa (Univ. N)	Pasco (Sub-Urb)	Polk 1/1/16	Pinellas	Sarasota	Orange (AMA)	Osceola 1/1/16
Study Year	1985	Eff. 2017	1989/2015	2014	2015	1990	2015	2012	2015
Adoption %	n/a	1 st Yr. @ 40%	100%	100%	50%	n/a	100%	56%	100%
Single Family (2k sf)	\$770 - \$1,950	\$2,547 - \$3,688	\$2,176	\$8,570	\$1,077	\$2,066	\$4,734	\$3,761	\$4,585
Light Industrial	\$519 - \$1,315	\$1,620 - \$2,349	\$1,481	\$0	\$333	\$1,414	\$1,984	\$2,088	\$2,024
Office (50k sf tier)	\$1,161 - \$3,728	\$3,044 - \$4,417	\$4,765	\$0	\$1,118	\$2,767	\$4,327	\$5,374	\$2,886
Retail (125k sf tier)	\$1,367 - \$3,461	\$4,045 – \$4,856	\$3,999	\$7,051	\$1,904	\$3,627	\$9,365	\$5,246	\$11,795
Bank w/Drive-In	\$6,813 - \$17,248	\$8,522 - \$10,228	\$6,286	\$14,384	\$1,904	\$2,975	\$8,598**	\$11,050	\$5,461**
Fast Food (Drive-Thru)	\$4,036 - \$10,217	\$28,330 - \$34,079	\$5,969	\$46,712	\$1,904	\$19,599	\$17,867	\$36,809	\$7,091

*All land uses charged “per 1,000 sq ft”, except Single Family, which is charged “per dwelling unit” **Bank land use is charged “per lane”

Hillsborough County Mobility Fee

Adopted

April 26, 2016

Effective

January 01, 2017

www.hillsboroughcounty.org/mobilityfee