



Seminole County Proposed Mobility Fee Frequently Asked Questions For Citizens

1. WHAT IS A MOBILITY FEE?

A mobility fee is another name for an impact fee. Mobility/impact fees are a one-time charge assessed **only** against those who create additional impacts to the transportation system by virtue of a new development or change of use. Impact fees have been widely used in both Seminole County and the State of Florida. Their purpose is mitigate the impacts of development on municipal and county infrastructure systems, and to ensure those who are creating the impact, rather than existing tax payers, foot the bill for the cost of new transportation facilities necessary to serve new development.



The term “mobility fee” was first embraced by the Florida Legislature in 2009, and is detailed in State Statute (163.31801), known as the Impact Fee Statute. The fee must be utilized to acquire, construct, or improve capital facilities to accommodate new users. It is intended to fairly capture the actual cost of the new demands that growth places on critical facilities, such as roads, sidewalks, and bicycle facilities, and to ensure that burden is not taken on by existing residents.

2. WHAT DOES THE MOBILITY FEE FUND?

The fee funds new or expanded capital mobility infrastructure, such as roads, sidewalks, and multipurpose trails, that residents of a new residential development, or patrons of new commercial developments, will utilize. Mobility fees cannot be used for maintenance and operation of existing facilities.

3. IS THIS A “TRAIN AND BUS TAX?”

No, on both counts. The proposed Seminole County mobility fee has no connection to the funding of train or bus services. Although some in the community have characterized the mobility fee as a “Train and Bus Tax,” that is simply not true. The proposed fee has been calculated based on a specific program of projects, none of which are related to transit (train or bus) projects, meaning none of those type of projects would be funded by the fee. Furthermore, a mobility fee is not a tax. It is an impact fee, which is a charge, to the “developer,” to cover the cost of new infrastructure needs that result from the construction of a new home(s) or new commercial construction. The fee mitigates the need to use property taxes to pay for infrastructure needs created by new development.

4. IS THE MOBILITY FEE THE SAME AS THE CURRENT SEMINOLE COUNTY ROAD (TRANSPORTATION) IMPACT FEE?

The mobility fee will replace Seminole County’s current Road (Transportation) Impact Fee.



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5. WHAT IS THE SEMINOLE COUNTY ROAD (TRANSPORTATION) IMPACT FEE AND WHY IS IT BEING REPLACED BY THE MOBILITY FEE?

The Seminole County Road (Transportation) Impact Fee was put in place in 1985. Since its adoption, funds collected under this program have been used to construct roads facilities or provide road improvements to accommodate the demands of new growth. The proposed mobility fee program will replace the Road (Transportation) Impact Fee and will allow for additional transportation modes, to include roads, sidewalks, and multipurpose trails. The Road Impact Fee has not been updated in 25 years. An update is necessary in order to apply modern methodologies and planning strategies, up-to-date data, and current construction costs. The existing fees are in need of both a practical and legal update in order to fairly capture the actual costs of new demands that growth places on our critical facilities.

6. WHY IS A MOBILITY FEE NECESSARY?

Mobility fees are intended to reduce the economic burden on existing citizens and businesses. Transportation costs have increased since County fees were last evaluated in 1995. As a result, the current fee schedules are out-of-date and do not adequately fund the County's transportation needs for our long-range 2040 transportation plans and improvements. This one-time charge on new development will help support the additional transportation capital needs that new developments create and appropriately allocate the cost of these facility improvements to those who are generating the need.

7. IS THE MOBILITY FEE A TAX ON THE RESIDENTS OF SEMINOLE COUNTY?

No, a mobility fee is an impact fee, an action resulting from development. It is not a "tax," but rather a charge on a new development to help pay for the construction or expansion of capital facilities necessary to serve added demand. Only those who apply for a building permit to construct a new building or expand an existing building or operation in a manner that will generate additional travel on the roadways will be assessed the mobility fee. Examples include the construction of a new home, new office building, or the expansion of an existing shopping center.

8. WHEN DOES THE MOBILITY FEE BECOME EFFECTIVE?

The proposed mobility fee is currently scheduled for consideration by the Planning and Zoning Commission on January 6, 2021 and the Board of County Commissioners on January 26, 2021. If adopted by the Board, the new fee structure would become effective April 27, 2021.

9. WHO HAS PARTICIPATED IN DISCUSSIONS RELATED TO THE MOBILITY FEE?

The effort to update the County's Road Impact Fee with a mobility fee began in October 2018. Since that time, multiple meetings and workshops have been held, both internal and external to the County organization. In addition to meeting with industry representatives, the County team consulted a municipal working group comprised of representatives for each of the County's seven cities.



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10. DO ANY OTHER ANY MUNICIPALITIES IN SEMINOLE COUNTY HAVE A MOBILITY FEE?

Yes, the cities of Altamonte Springs and Casselberry have enacted Mobility Fees in their jurisdictions and the City of Longwood is considering its own Mobility Fee.

11. WILL THE MOBILITY FEE BE USED TO FUND SUNRAIL OPERATIONS OR LYNX BUS SERVICE?

No, per Florida Statutes mobility fees cannot be utilized for the maintenance and operation of transit, which includes SunRail and LYNX. Although the Florida Statutes do permit funds from a mobility fee program to be utilized for the purchase of new capital infrastructure related to transit, such as bus shelters, rolling stock, or equipment to increase services, Seminole County's long-range transportation plan does not include transit improvements. To be completely clear, funds from the County's proposed mobility fee program will not be expended on transit.

12. WHY IS THE FEE HIGHER FOR PROPOSED DEVELOPMENT IN THE RURAL AREA?

A portion of the fee calculation, referred to as *Travel Generated*, considers the distance traveled as an impact factor. The longer the distance traveled to other services within the County, the greater the impacts to major roads and infrastructure. Therefore, those who pursue development in the County's Rural Area will generate higher infrastructure costs as a function of that development and the proposed mobility fee structure is intended to address that additional burden on the County's transportation system.

13. WHAT ARE THE MOST IMPORTANT THINGS TO UNDERSTAND ABOUT THE PROPOSED MOBILITY FEE?

1. It is not a "tax" that will be imposed upon existing residents and businesses.
2. It is a fee intended to ensure that those constructing new residential or commercial uses or expanding non-residential uses will pay their fair share of the new transportation facilities that will be needed as a result of the new construction.
3. The fee will not fund operations, maintenance, or capital costs associated with rail or bus service.
4. The fee is "stepped," meaning that the *further* the new development/construction is located from the "urban core" of the County, the *greater* the fee will be in order to capture the additional transportation costs associated with the geographic location of new construction.
5. The proposed mobility fee is based on a specific program of transportation projects, and is intended to minimize the cost burden of new facility demands upon existing residents and businesses. Someone has to pay for the new transportation facilities, such as roads and sidewalks, that are necessitated by increased development – the mobility fee is intended to equitably assign those costs to new or expanded development.