

PALM BEACH GARDENS

CITYWIDE MOBILITY PLAN & MOBILITY FEE UPDATE

FREQUENTLY ASKED QUESTIONS (FAQ)

WHY IS THE CITY UPDATING ITS EXISTING MOBILITY PLAN & FEE?

The Florida Legislature recently adopted House Bill (HB) 479, which validated the approach taken by the City in 2019 when it replaced transportation concurrency and road impact fees through adoption of a mobility plan and mobility fee for development east of the Beeline Highway.

This update will result in a Citywide Mobility Plan and Mobility Fee that will also replace transportation concurrency and road impact fees for development west of the Beeline Highway.

HB 479 requires that new development only be required to pay one fee to mitigate its traffic impacts and that the local government issuing building permits be the entity that collects the fee.

The Citywide Mobility Fee will be the only traffic mitigation fee assessed on all new development and redevelopment within the City.

The Citywide Mobility Fee will replace: (1) the City's existing mobility fee and the County's road impact fee east of the Beeline Highway; and (2) the City's road impact fee and County's road impact fee west of the Beeline Highway.

CAN THE COUNTY STILL CHARGE ITS ROAD IMPACT FEE IN THE CITY?

The County believes its Charter allows it to continue to implement transportation concurrency and road impact fee systems within the County and its municipalities. HB 479 does not provide an exemption for Palm Beach County that would allow it to implement its transportation concurrency and road impact fee systems within a municipality that elects to adopt an alternative transportation system such as a mobility plan and a mobility fee.

The City and County have been in a protracted legal battle since 2020 over interpretation of Florida Statute that allowed the City to replace transportation concurrency and road impact fees for development east of the Beeline Highway with the currently adopted mobility plan and fee.

The City believes Florida Statute was clear in 2019, and is even more clear in 2025, that the County Charter does not override state law that allows any local government to adopt an alternative transportation system as provided for in Florida Statute Section 163.3180.

Section 1.2 of the Palm Beach County Charter states: *"Nothing in this home rule charter shall override or conflict with state law or the state constitution."*

The adoption of a Citywide Mobility Plan and Mobility Fee is necessary to ensure that development within the City does not pay twice for the same traffic impact and is only assessed one fee to mitigate its traffic impact. After adoption, the City will propose an interlocal agreement to the County to address development impacts and mitigation on County Roads based on the mobility projects identified in the Citywide Mobility Plan.

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ARE THERE UPDATES TO ROADS & INTERSECTIONS IN THE MOBILITY PLAN?

The Mobility Plan includes an updated Road and Intersection Plan includes funded roads, widening and upgrades to existing roads, roundabouts, and PD&E studies. There are also several proposed new roads, that would be part of redevelopment activities, within the Transit Oriented Development (TOD) Master Plan area to enhance connectivity and accessibility.

ARE THERE UPDATES TO TRANSIT CIRCULATORS IN THE MOBILITY PLAN?

The Mobility Plan includes an updated Transit Plan that includes the addition of a transit circulator providing access to US 1 and updates to the transit circulator routes in the current plan. The update also includes a transit corridor study along Northlake Blvd to serve western portions of the City and provide connectivity to future rail service.

ARE THERE UPDATES TO MULTIMODAL FACILITIES IN THE MOBILITY PLAN?

The Mobility Plan includes an On-Street Multimodal Plan (fka Bicycling Plan) that includes existing bike lanes, funded bike lanes, and projects to fill in gaps or enhance bike lanes. The Citywide Plan for on-street bicycle lanes reflects the progress the City has made over the last five years; along with future improvements over the next 20 years.

The Mobility Plan also includes an Off-Street Multimodal Plan (fka Walking and Bicycling Plan) that includes existing multimodal facilities (i.e., sidewalks, pathways, shared use paths), funded multimodal facilities, and needed improvements. The Off-Street Multimodal Plan emphasizes filling in critical gaps in the sidewalk network and completion of the City parkway system as priorities over the next 20 years.

HOW DO THE MOBILITY FEES COMPARE TO THE EXISTING MOBILITY FEES?

The Citywide Mobility Fees are higher than most of the existing mobility fees. However, the Citywide Mobility Fees are lower for all land uses compared to the combined existing mobility fees and County road impact fees for those land uses east of the Beeline Hwy.

The Citywide Mobility Fees are higher than some land uses and lower than other land uses compared to the combined totals of the existing City road impact fees and County road impact fees west of the Beeline Hwy.

HOW ARE DEVELOPMENTS WITH CURRENT CREDIT AGREEMENTS IMPACTED?

Development with existing road impact fee credit agreements or proportionate share agreements are not impacted by the update. They will continue to mitigate their impacts based on existing agreements and draw down on credits or pay fees based on existing City road impact fee schedule and County road impact fee schedule. Once credits are utilized, any remaining development would pay the applicable mobility fee.

WHAT ARE THE NEXT STEPS TOWARDS ADOPTION?

The 1st reading of the ordinance is scheduled for April 3rd and the adoption hearing is May 1st. A comprehensive plan amendment will be needed within a year from the date of adoption.