



Exhibit E (1)

MOBILITY LEGISLATION (ALTERNATE MOBILITY FUNDING SYSTEMS)

HB479/SB688

- The bills revise and provide additional guidance concerning the use of mobility plans and the collection of mobility fees, including the provision of definitions for the terms “mobility fee” and “mobility plan.”
- The bills prohibit local governments from charging transportation impacts if they are not the local government that is issuing a building permit
- The bills require local governments to collect for extra jurisdictional impacts if they are issuing building permits and prohibit local governments from assessing multiple charges for the same transportation impact
- The bills provide that local governments adopting and collecting impact fees by ordinance or resolution must use localized data available within the previous 12 months of adoption for the calculation of such fees
- The bills limit manner and timeframe within which local governments can increase impact fees
- The bills provide direction to address the provision of “mobility options, such as automobile, bicycle, pedestrian, or mass transit, that minimize environmental impacts, expand transportation options and increase connectivity.”
- The bill defines which local government charges development fees and their responsibilities for mitigation and stops local governments from subsidizing sprawl by not strictly requiring additional road capacity
- The bills do not require counties or municipalities to spend funds or take action requiring the expenditures of funds; reduce the authority that counties or municipalities have to raise revenues in the aggregate; or reduce the percentage of State tax shared with counties or municipalities
- Adoption by local governments is voluntary, but is predicated on the local government establishing a mobility plan and mobility fee